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ITALY'S DESIRE HOPE FOR REAL PROGRESS TOWARDS PEACE TENOR OF REPLY

The Italian reply, accepting the British invitation to join the Naval Conference in London in January, says that the Italian attitude to disarmament generally, and naval disarmament particularly, is well known to the British Government and expresses its desire to strengthen the hope that the British initiative may result in real progress towards the solution of the whole problem.

The reply states that after receiving the proposed British communication of views on the subjects to be discussed, it will transmit its own point of view.

France Rejects
Paris, Yesterday.
The French Note accepts the British invitation to attend the naval Conference in London, and rejoices that Great Britain and America should have found in last year's Paris Pact a valuable element for reaching an understanding and welcomes Mr. Henderson's invitations to a preliminary exchange of views, thereby giving France the opportunity of defining its attitude in regard to the points aimed at.—Reuter.

A Favourable Reply
London, Yesterday.
A favourable reply was to-day received from the Japanese Government to the British Government's invitation to the Five Power Naval Conference, to be held in London in January.

The text of the Italian Government's note accepting the invitation of the conference is issued for publication in the morning papers of October 17. The Note says that the Italian Government has given the most serious consideration to the invitation, and proceeds, "The attitude of the Italian Government on the problem of general disarmament and naval disarmament in particular, is too well-known to the British Government to require a statement."

"It has been clearly expressed on repeated occasions, and lastly in a Note addressed on October 6, 1928, to the British Embassy in Rome, in reply to a communication on the subject of the draft of the Franco-British naval agreement of last year.

"Being desirous, as always, of collaborating in any step proposed with a view to eliminate the disadvantages and dangers of excessive armaments, and cherishing the hope that the conference may result in progress towards a solution of the general disarmament problem, the Italian Government gladly accept the invitation of the British Government to participate in the London conference."

"They note that the British Government intend to communicate to them their views regarding matters to be discussed at the conference and, while awaiting such communications, they will, for their part, acquaint the British Government with their own views on the subject."—British Wireless Service.

WORKERS ANGRY OPPOSE RESOLUTION AT GENEVA CONFERENCE EMPLOYERS' ATTITUDE

Geneva, Yesterday.
The workers group at the Maritime Conference has decided to oppose a compromise resolution, but their opposition will not prevent its adoption, as the necessary quorum is available.

[The Maritime Conference agreed to a compromise resolution inviting the governing body of the International Labour Office to seek all appropriate means for avoiding a future recurrence of difficulties such as have arisen with regard to the composition of non-governmental delegations.]

A Big Concession
Geneva, Later.
The compromise resolution of the Government and employers' groups equates a big concession on the part of the Government group, which so far has objected to the mention of past difficulties. The employers' delegates will now participate in the conference.—Reuter.

POLICE AND BRIBERY CHARGE PACK OF LIES "SOMETHING WRONG IS GOING ON," SAYS MAGISTRATE DEFENDANTS DISCHARGED

On Tuesday morning Mr. J. W. Hamilton discharged the Chinese Police Sergeant and one of two constables charged with misconduct as policemen and receiving a bribe from the holder of No. 1 vegetable stall at Whitfield Market, and remanded the second constable to consider his position, the Magistrate remarking that he had obviously told a pack of lies in the witness box.

This morning the constable Kwong Shun, made another appearance in Court, together with his solicitor (Mr. A. E. Hall) to receive his Worship's decision.

Mr. Hamilton said that in this case he had gone carefully over the ground since the adjournment and there was no doubt in his mind that the accused was a liar.

Mass of Fabrications
What he had stated in evidence in

SHARE MARKET
In response to a popular request Billy Bull will resume his series of interesting letters to Algy in next Saturday's "China Mail."

His next letter promises to be of absorbing interest to all interested in shares who are advised to secure a copy of next Saturday's "China Mail" early to avoid disappointment.

the witness box was an absolute mass of fabrications and lies, but although the accused had told lies, he (the Magistrate) had still to consider the evidence against the man which had been placed before him.

Conflicting Evidence
After giving due consideration to the evidence, he had come to the conclusion that it was absolutely impossible for him to convict the accused because the first witness for the prosecution (the stall holder) was the only one who had said that accused had received \$10.

Another witness for the prosecution (the stall-holder's folk) had said definitely that he did not see the accused take the money.

There was a conflict of evidence which raised a doubt and the accused must be given the benefit of that doubt and discharged on the count of receiving a bribe.

Misconduct
Dealing with the charge of misconduct, Mr. Hamilton said that there was no evidence before him that the accused had ever requested money.

Continuing, his Worship said that after he had arrived at his decision, he had received a certain communication from Mr. T. Murphy, A.S.P. (prosecuting officer), and he agreed with that Officer that something wrong was going on, and he was quite satisfied that the complainant in this case had good grounds to make a complaint against somebody.

However, it seemed that he had not been particular as to whom he came back on. The accused must be discharged on this count also.

LABOUR GAINS BRUCE'S DEFEAT NEAR IN AUSTRALIAN ELECTION CANDIDATE OFFERS SEAT

Melbourne, Yesterday.
With Mr. Bruce apparently beaten, the state of the voting is now forecast as:—Labour 45; Nationalists 15; Country Party 10; Independent Nationalists 3; Independent 1, and Country Progressive 1.

The Nationalist candidate, whose return is practically certain, has offered to resign in favour of Mr. Bruce, if the latter is defeated.—Reuter.

Final Result
Melbourne, Yesterday.
The final result of the voting in Mr. Bruce's constituency at Flinders will be known to-morrow. Mr. Bruce has so far polled 28,800 votes, Mr. Holloway (Labour) 29,011, and Mr. Burch (Liberal), 3,165.

As both Labour and Liberal are opposed to the abolition of Federal arbitration in industrial disputes, it is expected that Mr. Burch's second preference votes will go to Mr. Holloway.

Precarious Chances
Later.
Mr. Bruce's chances of re-election are precarious as only 1,200 primary votes remain to be counted. Mr. Bruce is at present 96 behind Mr. Holloway.

The unsuccessful Liberal candidate, Mr. Burch's second preference votes have not yet been allocated to Bruce or Holloway, but the returning officers' examination of the great majority of them show that Bruce's position is worsened, and he is 842 in arrears.

Labour's Mission
Mr. Scullin, interviewed by Reuter, said that the fact that Labour is ruling simultaneously in England and Australia would prove most beneficial to both countries, and materially assist the grappling of matters of mutual concern.

The Australian Labour Government, he said, would particularly work in harmony with Great Britain in peaceful overtures to America and other countries, and most heartily support Great Britain's practical steps for the reduction of armaments, which he hoped would lead to universal disarmament and world peace.

The Labour Party, when it took over the reins of Government, would conscientiously work to carry out its established programme.—Reuter.

TO-DAY'S FEATURES

- Nationalisation 1
- Mul-Tsai Protest 1
- Generals & Nanking 1
- Rival of the East 1
- Police and Bribery 1
- Assault Mystery 1
- Shipping Loan 1
- Who Will Be King? 1
- Labour Gains 1
- Harbour Tragedy 12
- Widows' Pensions 12

WHO WILL BE KING NADIR KHAN TO CALL A NATIONAL ASSEMBLY

Simla, Yesterday.
A wireless message from Kabul confirms the report of the capture of the town on Oct. 10, the bombardment and fall of the Citadel on Oct. 13, the flight of Habibullah and the submission of various towns and areas to Nadir Khan. The latter was expected in Kabul yesterday. He proposes to call a National Assembly to choose a King.

The Kohistan forces marching towards Kabul were attacked and badly cut up.—Reuter.

accused had sought a trap at the last moment and dodged it. If he had said so frankly instead of telling all those lies he would have come out of this case better.

Departmental Action
Mr. Murphy said that he had decided to take departmental action against the accused.

FUTURE REPLY OF THE FAR EAST 100 YEARS HENCE LORD D'ABERNON'S PROPHECY FOR SOUTH AMERICA TO KEEP OUR MARKET OPEN

London, Yesterday.
In a broadcast speech this evening giving his impressions of the immense potentialities of South America, Lord D'Abernon referred to the work of the British Economic Mission to the Argentine, Uruguay, and Brazil, of which he was Head.

In regard to the commercial relations, he said that the tremendous advantage afforded to exporting countries by free access to the British market was insufficiently appreciated abroad.

Great Britain had neglected to draw attention to it, or to employ the effective argument that such free access was not necessarily permanent.

It was fundamentally important to many South American countries to

MUL-TSAI PROTEST Report From Colony's Governor Expected

The Executive Committee of the Women's National Liberal Federation has passed a resolution strongly protesting against the system of Mul Tsai in Hong Kong and calling on the Government to insist on carrying out the promise to abolish the system given in Parliament by Mr. Winston Churchill in 1922.

Lady Simon, moving the resolution, said that she expected a report from the Governor of Hong Kong, which was awaited most anxiously. This resolution will be sent to Lord Passfield.—Reuter.

keep the British market open, and they were ready to offer facilities and inducements with others in view.

Negotiations were still in progress regarding the agreements to be signed, but he could say that the arrangements made by the Economic Mission, if finally sanctioned, should give an increase of profitable employment in Great Britain for tens of thousands of men.

An extension of the commercial exchange could be obtained in Argentina, Uruguay and Brazil, that would be a positive gain.

In South America, development was likely to proceed at a far greater speed than in older countries. It might be that 100 years hence trade with South America would have developed so as to exceed both in volume and value far above the commerce of the East.—British Wireless Service.

DEAR ENEMY! GERMAN GENERAL TO BE GUEST OF HONOUR OPPONENT TO PROPOSE TOAST

London, Yesterday.
General Von Lettow Vorbeck, who commanded the German forces in East Africa during the Great War, and only surrendered after the signing of an armistice which was specially accorded to him with the honours of war, has accepted an invitation to attend as the guest of the evening a dinner to be held in London on December 2 for all who served in the East African campaign.

General Smuts, his old opponent, presides and will propose the toast of Von Lettow.—Reuter.

STOP PRESS CHINESE VICTORY

Tokyo, 2.55 p.m.
A message from the Rengo Agency at Harbin states that according to a Chinese communiqué Chinese naval and military forces have re-captured Linkiang-shan, at the junction of the Amur and Nen rivers.—Reuter.

CRIMINAL SESSION SEVEN CASES IN OCTOBER CALENDAR MURDER & MANSLAUGHTER

Seven cases are down for hearing at the October Criminal Session, at the Courts of Justice, on Monday at 10 a.m. Both Judges will be sitting.

There are two murder charges, being:—Chau Kun-sing, on August 7, alleged to have murdered Chau Kun-tse on board a junk in Mira Bay, New Territory; Kung Mei, on August 21, alleged to have murdered Wu Tsao-mei.

Lo Choi is to be charged with the manslaughter of Chan Muk at Mongkok on August 19.

Case in Camera
Gurdutt Singh is on an indictment for rape, the particulars of the alleged offence being "that on August 31, at a house near Felix-villas, had carnal knowledge of Chung Mi-sau without her consent."

This case was heard in camera by the committing Magistrate, Mr. E. W. Hamilton.

Soo King-mian, clerk employed at Volunteer Headquarters, has three counts in his indictment (1) fraudulent misappropriation of property on July 2, that is \$182.90, the proceeds of a cheque signed by the Adjutant, (2) being in possession of a forged die on May 4, (3) uttering a forged document on July 3.

Armed Robberies
The other two cases arise out of armed robberies.

In one there are four prisoners, as follows:—Ling Ng and Chan Yau charged with robbery by two or more in Mongkok on September 3, the property consisting of a ring and a pair of bangles.

Chan Chau-choi and Wong Kan charged with robbery by two or more, on August 26, in the West Point district, of a large quantity of jewellery including 35 bangles, Hong Kong \$560 and Canton \$300.

Chan Chau-choi (first prisoner referred to in this case) possession of arms (a dagger and a revolver) on August 27; Leung Fan possession of arms and ammunition on August 27; Pang Chat, receiving stolen goods (3 bangles and a ring).

SHARE APPRECIATION

It is gathered from an authoritative source that local shares have appreciated in value to an aggregate of roughly \$120,000,000 since the dollar dropped to 1/9. A steady demand in the Share Market continues; particularly for Banks and Insurances.

ASSAULT MYSTERY UNKNOWN YOUTH FOUND IN UNCONSCIOUS STATE ADDRESS UNKNOWN

Yesterday afternoon a Chinese youth named Chan Ying-sing (18), was found by Police Sub-Inspector Hoare lying in a semi-conscious condition on the hill at Kau-pa-kang, Shamshuipo.

He had injuries to his arms and hands, and is suspected to have been the victim of an assault.

The youth was removed to the Kowloon Hospital where he has not yet sufficiently recovered to give an account of what had happened to him.

The youth's name was ascertained from papers in his pocket, but his address is unknown and consequently the Police have no means of getting into touch with his relatives.

GENERALS SUPPORT NANKING DEFENCE PLANS MINOR ENGAGEMENTS SAID TO HAVE OCCURRED

Generalissimo Chiang Kai-shek, and nine minor generals have issued a circular telegram pledging their support to the Government and denouncing the Kuomintang, and declaring war against the rebels.

In the meantime, troops and supplies continue to be despatched up to Kihnan, where it is learned, the National Government's foreign advisers are laying out elaborate plans for defence.

News of the Kuomintang movements are lacking, but it is believed that they are concentrating at Loyang, in which vicinity, it is stated, some minor engagements have already occurred.

Part of the sixth division, which arrived from Anhwei, is remaining here to garrison Wuchang, while General Hsia Tao-yin's forces are being recalled from Wuhpeh, also for garrison work in Wu-Han cities.

JAIL COMMISSION

It is learned to-day that the Government has appointed a Commission to enquire into a suitable site for a new Jail and to make recommendations relating thereto, including the question of cost.

It is understood that the Commission, which comprises officials and unofficials, held its first meeting last night.

A formal official announcement on the subject may be expected to-morrow.

The situation locally continues quiet.—Reuter.

Insurgents Pursued
Canton, Yesterday.
Generals Heung-Hon-ping and Yu-Hon-mow jointly cabled to Canton on October 14 that their troops had entered Kwelping on the afternoon of that day, and that General Wong Keung had been sent in pursuit of the insurgents retreating towards Nanning.—Canton News Agency.

PRISONERS OF WAR COMPLAINTS AGAINST CHINESE ILL-TREATMENT WORSE THAN CAOL

Harbin, Yesterday.
A hunger strike of 200 Soviet prisoners interned near here, which started on October 13 as a protest against their ill-treatment continues.

According to Soviet sources, the strikers demand a public trial, and the release of all unindicted prisoners, especially the women and children, and an improvement of the treatment, which is described as worse than an ordinary prison.

It is reported that the detention camp is not heated or lighted and the interned are not permitted to read or to see their friends.—Reuter.

SHIPPING LOAN \$117,000,000 FOR NEW PASSENGER SHIPS U.S. ENTERPRISE

Washington, Yesterday.
The Shipping Board has approved a loan of \$117,000,000 (gold) for the construction of two passenger cargo ships for the Oceanic Oriental Company.—Reuter's American Service.

A Thetis pleasure steamer with 680 passengers on board arrived at Southend, having been aground on sand near Harlow Bay owing to an abnormally low tide.

RUMOURS OF FENG DOUBTS AS TO WHETHER HE IS A PRISONER MOVEMENTS CURBED

Peking, Yesterday.
It is believed that Feng Yu-hsiang has long had an understanding with Yen Hsi-shan whereby Feng would remain in Shansi, without wishing to engage personally in the Kuomintang-Kuomintang struggle.

All the papers in North China are not commenting upon the present situation but are unhesitatingly publishing anti-Government news.—Reuter.

New Chairman of Anhui
Nanking, Yesterday.
The Political Council this morning appointed Shih Yu-san as Chairman of the Anhui Provincial Government, replacing Fang Chen-wu, whose troops are being disarmed.—Reuter.

President's Manifesto
Canton, Yesterday.
A Nanking message of Oct. 15 states that Chiang Kai-shek issued a manifesto on October 14 to all the National generals, in which he charged Generals Soong Ching-yuan, Shek Ching-ting and other rebels of Feng's army of fabricating rumours, despatching circular telegrams, falsely accusing the Central Government, disturbing the peace, undermining the unification of the country, and obstructing the reorganisation and disbandment of troops. He proceeds:

Intolerable Conduct
"If such conduct can be tolerated, then it is useless to speak again of the Revolution. If this dissension is not subdued, then China need not again seek peace and order. For the purpose of maintaining the object of the Revolution, upholding the Central Government, and protecting the lives and the name and honour of the soldiers of the Revolution, you, generals of the National armies, must do your utmost to suppress at all sacrifice the concentration of anti-revolutionary forces."

Sons of Han
The sons of Han and the rebels cannot occupy the same place together. Revolution and anti-Revolution cannot live side by side. Therefore, we must all rise together, united in spirit and in heart, eliminate the power of the reactionaries, and thus fulfil our duty as soldiers of the Revolution."—Canton News Agency.

VILLAGE RAIDED 200 INHABITANTS KILLED IN SOVIET RAID ALARMING SITUATION

Harbin, Yesterday.
According to information received on October 15, the village of Usturovsk, situated in the Three River District, was raided by Soviet troops. It is reported that 200 Chinese and Russian inhabitants were killed.—Reuter.

Kirin Alarmed
Tokyo, Yesterday.
Mukden messages to Rengo are that Kirin military headquarters are much alarmed at a report that the Soviet troops which occupied Linkiang have advanced up the Sungari, and captured Hwachen, in the vicinity of Fuchin, and are now threatening Harbin, an important town on the way to Harbin.

Chang Tso-shang on receipt of the report, called an urgent military conference to consider counter-measures.

Harbin messages confirm the development of the alarming situation along the Sungari, with reports of heavy fighting between Linkiang and Fuchin, the Soviet advance endangering the latter.

Meanwhile, it is reported that Soviet aircraft have been raiding Heilho, opposite Blagoveshensk since Sunday.—Reuter.

EMPRESS OF CANADA NOW MOORED IN DRY DOCK AT ESQUIMALT LOSS OF FUEL OIL

Vancouver, Yesterday.
The C.P.S. "Empress of Canada" has been moored in the dry dock at Esquimalt. All her cargo and boats were removed without damage, but some of her fuel oil was lost.—Reuter's American Service.

[A message of October 15 stated: "The 'Empress of Canada', which ran on the rocks at Homer's Bay in the Strait of Juan de Fuca in a heavy fog on Monday, was refloated this afternoon, and is now being towed to the Esquimalt dry dock.]

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NOTICE OF CALL

NOTICE IS HEREBY GIVEN that a SECOND CALL of \$3.00 per Share, payable on the 15th November, 1929, has been made on all Shares.

Hong Kong, 11th October, 1929.
J. HENNESSEY SETH,
S. HAMPDEN ROSS,
Joint Liquidators.

NOTICE.

M. R. SVERRE BERG having resigned from his position as Norwegian Consul at Hong Kong, the Consulate has THIS DAY temporarily been taken over by Mr. KARSTEN LARSEN, acting Consul for Norway, address 67-69, Des Voeux Road Central.

SVERRE BERG
KARSTEN LARSEN,
Hong Kong, 15th Oct., 1929.



PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 21st day of October, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Containing in Square Feet	Approximate Area
1	At Tai Kok Tsui, in the Colony of Hong Kong.	N. 100 ft. E. 100 ft. S. 100 ft. W. 100 ft.	40,000	1/2 acre
2	At Tai Kok Tsui, in the Colony of Hong Kong.	N. 100 ft. E. 100 ft. S. 100 ft. W. 100 ft.	40,000	1/2 acre

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A Selection of Ladies' Shoes also
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Hong Kong, October 16, 1929.

PUBLIC AUCTION

THE Undersigned have received instructions from Messrs. SENNETT FRERES to sell by Public Auction on

MONDAY and TUESDAY, the 21st and 22nd October, 1929 commencing each day at 10.30 a.m. (with an interval from 12.30 p.m. to 2.30 p.m.) at their Store—York Building

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On View from Saturday, the 19th, October 1929.
Hong Kong, October 14, 1929.

FLYING

AUTOMATIC NIGHT LIGHTING
OF AIRPORTS
SPANISH INVENTION

Automatic lighting of airports at night for planes landing unexpectedly, has been made possible by an invention of Ricardo Susana, a Spanish engineer.

Susana's process is simple in the extreme. It can be carried out by any aviator anxious to come down in the dark air field he spotted, but where he would almost certainly wreck his plane if he tried to land without light. All he has to do is to drop from the air a Bengal-light. Less than one minute later the aerodrome is fully illuminated.

A small instrument, no larger than a cigar-box is placed in one of the corners of the field. The Bengal-light strikes the television cell of the instrument which is a lamp with two electrodes, communicating its changes of resistance to an incandescent relay that acts upon an electro-magnet. This electro-magnet closes the circuit of a stronger electro-magnet serving as power-relay, and opening the lighting system.

Numerous tests have been made in Spain to demonstrate the efficiency of the invention. In 12 seconds, a plane flying 600 feet above the ground has been able, shooting Bengal-lights with a pistol, to light a field reflector.

Also 600 feet up, by the same process, all the lamps of a factory have been lighted and the engines set to work in the factory.

Susana has found that his instrument cannot be put out of order by moon rays, lightning, or lateral rays coming from the ground.

He is now studying the application of his invention to road-lighting for automobiles travelling at night.

Also they are seeking aid for the Amoy Civil Aviation school.

"China is aware of the numerous advantages, commercial and political, that will result from establishment of an airline across the China Sea," Mr. Feh said. "Only lack of adequate finances is postponing operation of regular air service between China and the Philippines."

PILGRIMS TO SWEDEN

BIRKA AND ITS CHRISTIAN MEMORIES

Sweden, now a thoroughly Protestant country, has been the object of a pilgrimage from all parts of Europe. These activities are due to the fact that eleven hundred years ago St. Ansgarius, a Benedictine monk from the monastery of Corbe, on the river Weser in Germany, was sent by King Lewis the Pious to Birka, then capital of Sweden, to preach the Christian faith to the heathen Vikings.

Birka, once a flourishing Swedish city but now a peaceful and rural farming island district, was founded about the year 790 A.D. on the island of Björkö, in the Lake Maelar in Central Sweden. Here St. Ansgarius got a courteous reception and was allowed to preach freely the "new doctrine"; he baptised some heathen Swedes, even the governor of the Royal city, and built a church, the foundations of which can be traced even to-day. He visited Birka twice, but after his death the Christianised Swedes forgot their Christian doctrine and continued to worship Wotan. When in the eleventh century Olaf, the first baptised Swedish King, came to power he found Birka quite heathen and removed the citizens to Sigtuna, where they had to adopt the Christian faith. Later the Royal capital was finally removed to Stockholm.

Birka is easily reached by steamer from Stockholm in two hours through the winding lake labyrinth of the Maelar lake, and five or six thousand people, amongst them many Roman Catholics from abroad, annually come to the island of Björkö to visit the remains of past grandeur. A memorial chapel is to be built on the spot where the Christian faith gained its first foothold in Sweden.

NEW DICTIONARY

THE GENEROSITY OF
ABERDEEN
INDEQUATE SUPPORT

The reproach that Scotland does not possess a modern dictionary of her own distinctive speech is one that will be removed before long if two important enterprises come to fruition.

The first is Sir William Craigie's "Dictionary of the Older Scottish Tongue," which will carry the story down to 1700; the second the "Scottish National Dictionary," which Mr. William Grant is editing for the Scottish National Dictionary Association, Ltd. This work will deal with the modern period when Scots, having ceased to be a lettered language, had split up into various dialects.

In the century that has elapsed since Dr. John Jamieson's famous "Dictionary of the Scottish Language" was completed, an enormous amount of research has been done in Scotland. Mr. Grant's dictionary alone will contain thousands of words that have never appeared in a dictionary before. It will be all the more deplorable, therefore, if lack of support brings the devoted labour of many unrewarded workers to naught. Yet it must be confessed that, so far, Scotland has responded but feebly to appeals for subscriptions issued on behalf of both projects.

The fact that an unfortunate duplication has come about is itself due to the failure of Scotsmen to appreciate the importance of completing in an adequate way what ought to be an elementary national possession.

Where are the Burns Clubs? No one regrets more than Sir William Craigie that he has had to seek American assistance. He has devoted a considerable portion of his leisure for many years to the work, and has spent his own money freely on it. But so far Scotland has only aided him with a paltry grant of £100.

The Chicago University Press has agreed to publish the dictionary as soon as the names of the first 200 subscribers have been received," he said to me, when I saw him the other day in his Oxfordshire home, writes John Malcolm Thornton. "Some of my students there are helping me with the filing and clerical work. It is, of course, a pity that Scottish students are not doing this work, but I am assisted by a Scotsman, Mr. Watson. I have been greatly disappointed by the results of an appeal I addressed to the Burns Clubs. When I left Chicago not one of them had written to subscribe."

Mr. Grant's dictionary is in slightly better case, for on the latest list of subscribers the name of one Burns Club (at Hamilton) figures, along with one Scottish Society (in New Zealand). The names of seven English booksellers are there. The most extraordinary fact about the list is the generosity with which Aberdonians have subscribed; had the rest of Scotland given proportionately there would have been no question—as there unfortunately is—of the dictionary being in some danger.

Fisher-folk Help

The work on the National Dictionary is being carried on in a room in the Training Centre, Aberdeen. Mr. Grant, with three assistants, performs the whole laborious work of compilation and classification; assisted occasionally by some of the senior children of the Demonstration School, who file the word-slips as they are received from different parts of the country.

The whole of Scotland excluding the Highland area, where Gaelic is being replaced by board-Gaelic English, has been divided into areas roughly corresponding to the counties; each has a supervision under whom work ministers, teachers, cottar women, fisher-folk, and other humble but enthusiastic lexicographers. The work of collecting material was begun by the Scottish Dialects Committee about twenty years ago, but the actual editing of the dictionary started last year. It is already so far advanced that half the words under "A" are ready for the press; in the case of Sir William Craigie's dictionary "A" is completed.

It is not for anyone to appeal lightly to Scottish pride, but one may ask respectfully if national amour-propre is not bound up with the success or failure of the Scottish dictionaries. It would be a tragedy if the work, already hampered desperately by lack of funds, were carried out in an inadequate manner, or were not carried out at all.

Sir William Craigie's dictionary will be published in four volumes or twenty-five parts, costing four dollars each; the Scottish National Dictionary will be contained in ten volumes and will cost £15. Subscriptions should be sent to Sir William Craigie, University of Chicago Press, and the Hon. Treasurer, Scottish National Dictionary Association, North of Scotland Bank, Edinburgh, respectively.

There will be those who feel that works on such a scale could find no place on their shelves, but who, nevertheless, think that fine and unselfish scholarship should not be frustrated. They may send donations, small or large, to either of the above addresses. The estimated cost of the Scottish National Dictionary alone is £15,000.

PLANE FACTORY

WHERE BRISTOL JUPITERS ARE
MADE
MACHINES THAT ARE A CREDIT

[By V. J. B. H.]

Few things give one greater pleasure than a visit to a really first-class engineering shop which is making something worth producing, and is producing efficiently, and in all one's engineering experience one has never met a finer shop in that category than the establishment which is producing the Bristol Jupiter engines. The Bristol Jupiter engine has been called the most manufactured aero-engine in the world, for it is built under licence in every country industry, and, incidentally, in those countries is built by the most competent firms. After a visit to the Bristol Aero-engine Works at Filton, anybody would be convinced that the Jupiter must be the most manufactured engine in England.

The organization of the works is extraordinarily good and the workmanship is certainly not beaten in any class of engineering work. In fact, the new methods employed bring the manufacture of the parts of the Standard Jupiter engine rather into the class of gauge-work and the making of measuring instruments than any ordinary engineering production. The way in which not only the small working parts, such as gudgeon-pins and valve-gears, but even big stuff like cylinders, are ground and lapped to size within 3/1000's of an inch, is enough to convince anyone of the efficiency and reliability of the Jupiter.

Research Work

One reason for the continued improvement of the Jupiter is the immense amount of research work done by the Bristol Co. One sees the result of this policy in the splendid experimental and testing section of the works. For example, when a new type of cylinder head is to be tested, instead of putting one on to a single-cylinder unit coupled to a Froude dynamometer and running it to destruction, three separate experimental units of the same type are started up at the same time, and if one of them shows any variation on a dynamometer from the others, the reason has to be discovered. This method gets over the possibility of an alteration in design being scrapped because an experimental unit has gone wrong owing to some invisible defect, and, likewise, it prevents a design which is inherently wrong being put into production because the experimental unit happens to be above the average strength in a place which might ultimately fail.

Among the most interesting experiments now being carried out in the interests of the Bristol Company is one with the compression ignition engine, also sleeve-valve and inverted air cooled engines. When the writer visited the works, he saw a Mercury engine, which, after a long and gruelling test on a stand at the aerodrome, driving a wind club (that is to say, an airscrew of no particular section, which merely provides air resistance and requires a certain known power to drive it), had been stripped for examination. The test was partly to find what the Mercury itself would stand, and partly to find how it would run under known conditions with a Pennsylvania mineral oil.

An Interesting Test

So far as the engine itself was concerned, nothing seemed any the worse for wear, but there was a good deal of interest to be got out of the effect of the ordinary dirt in the air which had been sucked into the blower of the super-charger. The cages of the suction valves, corresponding to the leading edges of an airscrew in a plane, had been away, just as if they had been filed with a rough file, and the plate at the back of the casing, where these pieces of grit were thrown against it by the vanes, was pitted all over just as if somebody had been hitting it with a fine punch. This only shows one of the reasons why aero-engines, to ensure as nearly as possible absolute reliability, have to be so constantly taken down for inspection.

Another point about the Bristol methods which inspires confidence is the extreme care taken over assembly. One particularly well-known American engine, of a size comparable with the Jupiter, is said to be assembled in one day by two men. A Jupiter might be assembled in a day, but considerably more than two men would have to be put on to the job, to allow for proper care in assembly and for adequate inspection of each stage of the putting together.

Following on this affair, the various Ministries instituted an examination of all financial matters, and as a result an embezzlement of 50,000 kroner from a trust fund in the Ministry of Justice is reported. In this case the culprit had, in 1911, omitted to include a certain trust fund in the list of such funds kept by the Ministry, and had appropriated the money gradually since that date.

Another charge of embezzlement on a large scale is made against a bank director.



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SIGNS OF AUTUMN

WHEN BIRDS LOSE THEIR GAY PLUMAGE

"CHANGES" AT THE ZOO

Signs of the approach of autumn have begun to appear at the Zoo, for although the gardens are still crowded with visitors and the mammals have not started to think about winter coats, the deer and many of the birds have announced that the summer is over. The deer are losing the velvet from their antlers, and in another week or two they will be ready and anxious to fight for their mates, and the Zoo will echo with their battle-cries, a sound that always suggests chill, dreary days.

The birds-of-paradise are growing their magnificent plumes, and this again is a far from cheerful sign, since, unlike most avians, the bird-of-paradise makes no gay preparations for the arrival of spring, but grows his full plumage at the approach of the rainy season so that he may have some protection.

Other decorative birds, such as the egrets, the peacocks, and mandarin ducks, have lost their fine plumage, and they now look depressed and ashamed of themselves as they wait for sunnier months. Even the butterfly cage is no longer gay; a handful of butterflies still fly about sucking honey from the flowers provided for them in their little garden, but the beauty of this cage is over until next year, for the majority of these insects are now dead.

Nesting a Second Time

Fortunately, there are a few more optimistic inmates of the Zoo, and they, unlike the avian beauties and the butterflies and the deer, imagine that spring is here again. The ruffs and other birds in the waders' aviary could only think of one reason why the weather should be so sunny, so they began to nest for a second time. Their chicks have not yet appeared, but there is no doubt that the waders' second venture will be a success, since in previous years when the end of August has been fine they have reared a second batch of young. The water-fowl are also making plans for another brood of offspring, but this is their usual practice once the first families are reared.

FORGOTTEN FUND

DISQUIETING REVELATIONS
IN DENMARK

There is an uncomfortable feeling in these days that something is rotten in the state of Denmark.

The suicide of Gustav Arendrup, a well-known man in an important and trusted position in the Ministry of Commerce, aroused the suspicion of his superiors, and an investigation revealed that during a period of six years Arendrup had embezzled sums totalling a quarter of a million kroner from a fund which had been in his sole charge. The fund, which amounted to one million kroner, had accrued from a wartime marine insurance scheme. The money had been deposited in the Landmands Bank, and the account-book placed in a safe-deposit box, to which only Arendrup had a key. Owing to the frequent changes of Ministry, do proper record of the fund had been kept; in fact, the former Minister of Commerce makes the startling statement that he had no knowledge whatever of its existence! Only through a belated payment to the fund was attention suddenly called to the matter, and Arendrup was informed that the accounts in this connection would now be examined and settlement made. A few days later the Ministry was notified by Arendrup's wife that her husband was dead, and it became known that he had shot himself.

Following on this affair, the various Ministries instituted an examination of all financial matters, and as a result an embezzlement of 50,000 kroner from a trust fund in the Ministry of Justice is reported. In this case the culprit had, in 1911, omitted to include a certain trust fund in the list of such funds kept by the Ministry, and had appropriated the money gradually since that date.

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The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Chiu Dong-yung, Ligation Drug, Wansai, from Kobe.
Hardivillers, "Atsuta Maru", from Shanghai.
Richard Curry, a.s. "Guoam", from Kobe.
Leung Wai-ching, Christian Association, Girls' School, Laydon (Nathan) Road, Yaumati, from Shanghai.

F. V. JESSEN,
Superintendent.
Hong Kong, 10th Oct., 1929.

THE EASTERN EXTENSION
AUSTRALASIA & CHINA
TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—
Antonio Mellan, from Shanghai.
Oscu, from Seattle.

S. LACK,
Superintendent.
Hong Kong, 10th Oct., 1929.

STANDARD TIME.

SUNRISE AND SUNSET IN
COLONY

Sunrise and Sunset in Hong Kong for October (Standard time of the 120th Meridian, East of Greenwich), are as follows:—

October	Sunrise	Sunset
17	6.20	5.57
18	6.21	5.56
19	6.21	5.55
20	6.21	5.54
21	6.22	5.54
22	6.23	5.53
23	6.23	5.52
24	6.24	5.52
25	6.24	5.51
26	6.25	5.50
27	6.25	5.50
28	6.26	5.49
29	6.26	5.49
30	6.26	5.48
31	6.27	5.47

50,000 kroner from a trust fund in the Ministry of Justice is reported. In this case the culprit had, in 1911, omitted to include a certain trust fund in the list of such funds kept by the Ministry, and had appropriated the money gradually since that date.

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KOREA MARU	Wednesday, 13th November.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
MISHIMA MARU	Monday, 21st October.
IYO MARU	Monday, 4th November.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
KAMO MARU	Saturday, 19th October.
KATORI MARU	Saturday, 2nd November.
SYDNEY & MELBOURNE via Manila & Ports.	
KAI MARU	Wednesday, 23rd October.
KAGA MARU	Wednesday, 20th November.
BOMBAY via Singapore, Penang, & Colombo.	
NAGATO MARU	Sunday, 27th October.
YAMAGATA MARU	Thursday, 31st October.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
GINYO MARU	Tuesday, 20th October.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
YAKATA MARU	Wednesday, 23rd October.
NEW YORK, BOSTON via Panama.	
TSUYAMA MARU	Thursday, 24th October.
LIVERPOOL via Port Said, Constantinople, Genoa.	
TOYOOKA MARU	Sunday, 17th November.
CALCUTTA via Singapore, Penang & Rangoon.	
CEYLON MARU	Tuesday, 29th October.
BENGAL MARU	Friday, 8th November.
SHANGHAI, KOBE & YOKOHAMA.	
DAKAR MARU	Saturday, 19th October.
MATSUMOTO MARU	Saturday, 19th October.
HAKONE MARU	Monday, 28th October.

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SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.	
AMUR MARU	Tuesday, 5th November.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	
SANTOS MARU	Friday, 1st November.
BUENOS AIRES MARU	Friday, 22nd November.
BOMBAY—Via Singapore & Colombo.	
SHUNKO MARU	Saturday, 19th October.
HONOLULU MARU	Sunday, 3rd November.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOZAMBIQUE—Via Singapore & Colombo.	
PANAMA MARU	Sunday, 27th October.
CALCUTTA—Via Singapore, Penang & Rangoon.	
BORNEO MARU	Saturday, 19th October.
SEATTLE MARU	Friday, 1st November.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	
ARABIA MARU (From Shanghai)	Tuesday, 5th November.
MELBOURNE—Via Manila, Brisbane & Sydney.	
HIMADAYA MARU	Thursday, 7th November.
HAPHONG—Via Hobei & Peking.	
MEYADO MARU	Thursday, 17th October, 10 a.m.
AROUN MARU	Monday, 28th October.
JAPAN PORTS.	
KINE MARU (Via Keelung)	Friday, 18th October.
KERUNG MARU	Thursday, 24th October.
HOZAN MARU	Sunday, 20th October, noon.
YANAGI MARU	Sunday, 20th October, noon.
DELA MARU	Thursday, 24th October, 10 a.m.
TAKO MARU	Thursday, 24th October, 10 a.m.
SOURABH MARU	Friday, 25th October, 10 a.m.



SHIPPING SECTION.

COASTAL SHIPS

LATEST CHANGES IN PERSONNEL

Captain A. F. Dickinson, of the Kueichow, has gone master, Chinhua.
Captain D. Williams, of the Chin-hua, has gone master, Kueichow.
Mr. A. H. Mills, from Home leave, has gone chief officer, Chinhua.
Mr. A. S. Lewis, from reserve, has gone second officer, Changchow.
Mr. W. T. D. Murphy, second officer, Changchow, has gone second officer, Shantung.
Mr. W. Hood, second officer, Shantung, is on reserve.
Mr. S. Aherne, chief officer, Tean, has gone chief officer, Changchow.
Mr. D. C. Cameron, chief officer, Changchow, has gone chief officer, Tean.
Mr. W. J. Belcher, chief engineer, Hupoh, has resigned.
Mr. D. McCormack, chief engineer, Hupoh, has gone chief engineer, Chinhua.
Mr. L. A. MacFarlane, chief engineer, Chinhua, has gone chief engineer, Hupoh.
Mr. G. B. Shotton, third engineer, Hupoh, has gone third engineer, Chinhua.
Mr. J. B. Keay, third engineer, Hupoh, has gone third engineer, Chinhua.
Mr. Neuchwang, third engineer, Hupoh, has gone third engineer, Chinhua.
Mr. M. Scott, third engineer, Hupoh, has gone third engineer, Chinhua.
Mr. A. L. Wilkie, third engineer, Hupoh, has gone third engineer, Chinhua.
Mr. H. G. Goddard, from reserve, has gone chief officer, Chipshing.
Mr. C. M. Boas, chief officer, Chipshing, is on reserve.
Mr. M. L. Hardie, has been appointed third officer, Hupoh.
Mr. R. Atkinson, third officer, Hupoh, is on reserve.
Mr. D. S. Pethick, from reserve, has gone chief officer, Kiangwo.
Mr. T. Wilkins, chief officer, Kiangwo, is on reserve.
Mr. A. L. Miller, from reserve, has gone chief engineer, Chakhsang.
Mr. L. McWilliams, chief engineer, Chakhsang, is on reserve.
Mr. J. Gunn, chief engineer, Chakhsang, has gone chief engineer, Yusan.
Mr. T. Brown has been appointed second officer, Haldia.
Mr. L. P. Sergeant, chief officer, Halkwang, has gone master, same ship.
Mr. J. H. Davey has been appointed chief officer, Halkwang.

CATTLE SHIPPING

NOTIFICATION OF OUTBREAKS OF DISEASES

The Department of Agriculture in the Irish Free State have made representations to the British authorities for the provision of means for early information to Irish ports of outbreaks of disease amongst cattle at landing places so as to intercept vessels taking consignments and avoid the loss caused by stock being landed and held up.
It is urged by the Irish exporters that vessels should be equipped with wireless so that information of outbreaks may be obtained at sea and the vessel diverted from landing at an infected port.
The British Department has intimated that they are prepared to notify the Irish authorities immediately any outbreak occurs at a landing place, and the Irish Department will, on receipt of this information, communicate with shipping companies, so that they may have warning in time to divert shipment.
The British Ministry of Agriculture have also agreed that store cattle in course of transit by sea to a landing place which has become part of an infected area may be allowed out of the landing place for detention for fourteen days. In course of time the limits of the infected area would be contracted, and animals outside the diminished area could be moved to any place outside the area.
The Irish exporters consider these modifications an improvement on conditions and their operation will tend to facilitate trade and shipments during periods of infection. It is wireless being put on all cattle-carrying steamers, that is a matter for further consideration, as wireless is installed on vessels carrying passengers, and generally these also carry live stock.

MOVEMENTS OF STEAMERS

The C.P.S. R.M.S. "Empress of Asia" arrived at Kobe on October 16 (Wed.) at 10 a.m., left Kobe on October 16 (Wed.) at 5 p.m., and is due at Nagasaki on October 17 (Thurs.) at 4 p.m. She leaves Nagasaki on October 18 (Fri.) at 6 a.m.
The Dollar-Liner "President Harrison" is due to sail from Shanghai on Friday, October 19, and is expected here at 6 a.m. Monday, October 21. This steamer will continue her trip Round-the-World via Manila, Straits, etc., at 5 p.m. on the same day—October 21.
The American Mail-Liner "President Madison" is scheduled to sail from Kobe to-day and will arrive in Shanghai on Friday, October 18. She will sail on the following day and will arrive in Hong Kong on Monday, October 21 and will leave here at 8 p.m. on Tuesday, October 22 for Manila.
The Dollar-Liner "President Cleveland" will sail from Manila at 4 p.m. on Friday, October 19, and is due here at 7 a.m. on Sunday, October 20. This steamer will sail at 10 a.m. on Tuesday, October 22, for San Francisco, and Los Angeles, via Shanghai, Japan and Honolulu.
The Dollar-Liner "President Pierce" is due to sail from Hong Kong on October 18, and is expected here at 6 a.m. on Monday, October 20.

A FAMOUS PACKET

THREATENED REPUTATION OF A. P. BERNSTORFF

For some time past there have been rumours that the Forenede Company intends to build a fourth motorship of the Esbjerg type to replace the "A. P. Bernstorff" on the regular mail service between Harwich and Esbjerg, making a diesel service entirely. No doubt other use will be found for the "A. P. Bernstorff" for she is not by any means an old vessel, but regular travellers to Denmark will miss her sailing, for she has made a reputation for herself. She was built at the Helsingfors yard at Elsinore in 1913, and was a considerable improvement on the Dronning Maud type, with her gross tonnage of 2,316 and her speed of 10½ knots with four cylinder triple expansion engines developing 2,700 h.p., and supplied by four water tube boilers. She has accommodation for 1,100 tons of cargo in three holds, with adequate deck machinery and very comfortable passenger accommodation. She is in fact regarded by many as the best of the Esbjerg type for any of the longer distance services which do not call for the high speed of the Calais-Dover run. She has only been in service a few months, but had already made herself a favourite when in the early days of the war the Esbjerg to Harwich service was suspended on account of the mine danger in the North Sea, and was not resumed until after the Armistice, but she was put to a variety of uses and was seen as far off her normal route as Manchester.
Immediately after the Armistice she was chartered by the Government to bring home prisoners of war from Germany by way of Copenhagen, and eventually she returned to the Harwich service in October, 1919. In 1922 she saved the Norwegian steamer "Modig," which had lost her propeller in the North Sea, and with the older "J. C. La Cour" ran regularly until reinforced by the new motorships "Jylland" and "Parkston." In 1924 she was taken off service and sent to the Fredrikshaven yard to be given new water-tube boilers with the Howden system of forced draught, which reduced her coal consumption by 15 per cent. Since then she has been more popular than ever, being a fine seaboat and capable of maintaining her speed in almost any circumstances.

IRISH PORT OF CALL

GALWAY'S CLAIMS CHALLENGED

Blackdog Bay's claims as a suitable terminal for trans-Atlantic shipping and as an aerial port on the West Coast of Ireland are being revived.
At a public meeting it was urged that in any scheme for the development of a harbour on the West Coast of Ireland due recognition should be given to the claim of "Blackdog," which it was stated, is incomparably superior to any other bay in Ireland.
The Rev. Father Durkan, C.C., who presided, stated that passengers arriving in Blackdog could be in their lounges in England before they could be transferred by train to the docks at Galway, and trans-Atlantic mails could be in Croydon before the vessel dropped anchor in Galway Bay.
It was urged that the representatives of the Irish Free State Government to make a survey of the plateau of Ternon Hill near the terminal of the proposed Atlantic terminal cable as to its suitability for an aerodrome and if found suitable, to establish a station there.
It was claimed by Mr. McGeehin, a member of the County Council, that there would be no necessity for pilot or tender in the case of vessels entering Blackdog Bay. It was accessible readily by night or day, and the largest vessel could enter there at any state of the tide.

NEW CARGO VESSELS

Messrs. H. Hogarth and Sons have placed contracts for two cargo steamers, in addition to the six they ordered last year, from Clyde builders. The latest vessels will be built and engine by Messrs. David and Wm. Henderson and Co., Ltd., and they will be duplicates of the "Baron" and "Baroness," which they have ordered for the same owners in April and June respectively. Each will be a single-screw steamer of 3,650 tons gross and 4,200 tons deadweight, and will be propelled by two reciprocating engines of 1,850 h.p., obtaining steam from two single-ended boilers working at a pressure of 200 lbs. per square inch.
Messrs. John Lewis and Sons, Ltd., have received contracts for four new vessels. Two of these are for experimental boats fitted up as combined trawlers, drifters, and seine netters for the Russian Soviet Government at Vladivostok, and the other two are for trawlers for the "Cater" Steam Fishing Co., North Shields.

NAVAL SALVAGE MONEY

The distribution of an award for the salvage of the steamer "Argentan" on July 26 last, by the "Mascot," "Tug" "Hestia" and "Rover," and the dredger "St. Alban," began on Sept. 11 in the Prize Branch of the Department of the Accountant-General of the Navy. Applications for the award of salvage money should be made to the Accountant-General of the Navy (Prize Branch), Cornwall House, Stamford-street, London, S.E.1. Each application, (except in the case of seamen's claims) should be accompanied by a certificate of service. The amount of the award varies from £10 to £50.

TRAFFIC AT BRISTOL

AN IMPROVEMENT ON LAST YEAR

Compared with the same period a year ago arrivals in both the foreign and coastwise sections at the port of Bristol during August showed increases. At the City of Docks the principal arrivals from foreign ports were Continental traders while five timber-laden steamers were also accommodated. The berth line services from U.S. ports and the Mediterranean were about the average. At Avonmouth grain was the principal feature of the foreign imports with 13 arrivals for the month, while there was a busy time with tankers coastwise and overseas. Eight Elders and Fyffes liners docked during the month with about 800,000 stems of bananas, while the berth line services from Montreal brought four liners to the port, and the Australian trade was well maintained.

At all three docks there were 87 foreign arrivals, with a register tonnage of 101,621, compared with 73 arrivals a year ago, with a tonnage of 170,308, or an increase in arrivals of 14, and in tonnage 21,224. Foreign imports were:—General 29, grain 21, fruit 9, oil 9, timber 5, and each of olives, palm kernels, stone and brandy. From coastwise ports there were 563 arrivals, with a register tonnage of 117,853, compared with 544 arrivals a year ago, with a tonnage of 97,712, or an increase in arrivals of 9 and in tonnage 20,141. Coastwise imports totalled 88,983 tons.

There were 52 foreign sailings, with a register tonnage of 116,172, compared with 44 sailings a year ago, with a tonnage of 98,978, or an increase in sailings of 8 and in tonnage 17,193. The foreign exports were:—General 37, roasted concentrates 2, and each of salt cake and coke. For coastwise ports there were 569 sailings, with a register tonnage of 184,818, compared with 598 sailings a year ago, with a tonnage of 158,833, or an increase in sailings of 30, but an increase in tonnage of 25,985. Coastwise exports totalled 26,132 tons.

THREE "PRINCES"

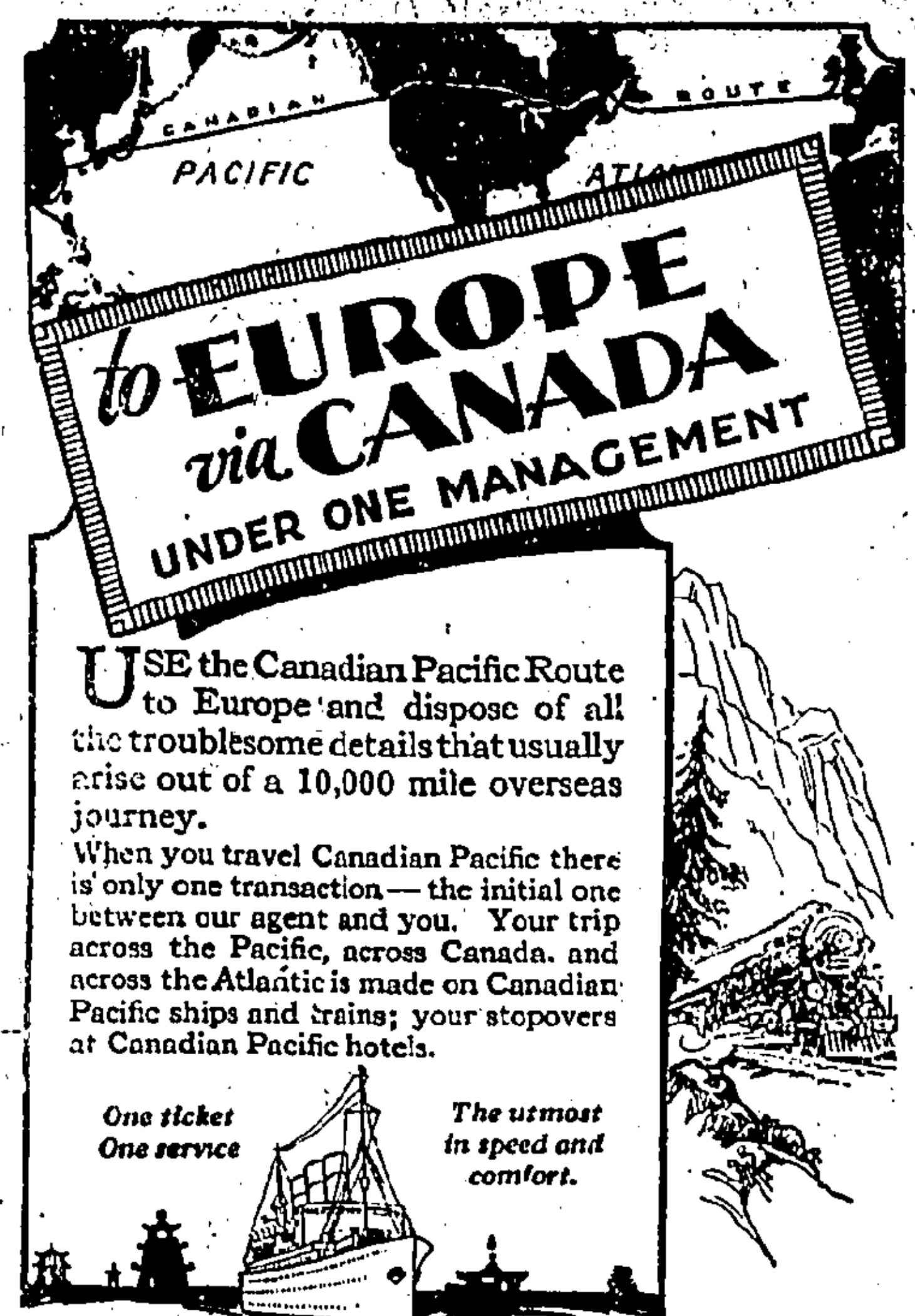
ROYAL NAMES FOR NEW CANADIAN STEAMERS

Three new ships which the Canadian National Steamships are having built at Birkenhead for the Pacific Coast Alaskan service, will be named "Prince David," "Prince Henry" and "Prince Robert," according to an announcement by Sir Henry Thomson. The keels of the ships have already been laid and work is proceeding. They will be 384 feet long, 57 feet wide and will carry 334 first class, 70 third class and 1,600 passengers. There will be space on the main deck for 30 motorcars. Two special suites with bedroom, sitting room and bath will be provided in each steamer, as well as 20 "de luxe" rooms with single beds, tubs and shower baths and 20 two-berth rooms with shower bath. Wireless broadcast receiving equipment, similar to that in the five Canadian National West Indies ships built at Birkenhead last year, will be installed for the entertainment of passengers, all of the public rooms being wired for loud speakers.
Other interesting features of these ships will be telephones in each room, a barber's shop and beauty parlour, and a complete valet service. Special floors for dancing will be laid in the lounge and on the deck. The ships will be of the cruiser stern type with straight stem, three funnels and two steel masts, and will be powered with single-gear turbine engines. They should be ready for service early next summer.

COLLISION IN FOG

FOURTEEN MISSING IN SCHELDT DISASTER

During foggy weather on the Scheldt the Belgian steamer "Estella" from Antwerp, collided with a German steamer near Hansweert. Out of the "Estella's" crew of sixteen men only two were rescued, and it is believed the other fourteen are drowned.



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[1,008 tons—Capt. Trotter.]

OCTOBER

SAT. 19th TUES. 29th

THURS. 24th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

OCTOBER

MON. 21st SUN. 27th

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S. S.	Tons	From Hong Kong About	Destination
*MIRZAPORE	6,715	18th Oct.	Straits, Colombo & Bombay.
*KALIAN	9,144	20th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
*NAGPORE.	5,283	2nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*MACDONIA	11,320	9th Nov.	Bombay, Marseilles & London.
*KIDDERPORE	5,334	19th Nov.	Straits, Colombo & Bombay.
*KASHGAR.	9,005	23rd Nov.	Marseilles, London, Hull, Rotterdam & Antwerp.

* Cargo only. † Calls Casa Blanca. ‡ Calls Karachi.

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BRITISH INDIA-APCAR SAILINGS.

TALAMBA	3,013	26th Oct.	Singapore, Penang & Calcutta.
TAKADA	5,349	6th Nov.	Singapore, Penang & Calcutta.
SHIRALA	7,841	15th Nov.	Singapore, Penang & Calcutta.
TALMA	10,000	18th Nov.	Singapore, Penang & Calcutta.
TILAWA	10,006	17th Dec.	Singapore, Penang & Calcutta.

* Calls at Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	6,853	1st Nov.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,956	29th Nov.	
ST. ALBANS	4,500	3rd Jan.	
NELLORE	6,853	31st Jan.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Holo, Cebu, Kolambayan, Tuvao, Timor, Darwin, or other ports en route as inducement offers.

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The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*BELTANA	—	25th Oct.	Shanghai, Moji, Kobe & Yokohama.
*SHIRALA	7,841	26th Oct.	Amoy, Shanghai, Moji, Kobe & Osaka.
*KASHGAR	9,005	28th Oct.	Shanghai, Moji, Kobe & Yokohama.
*TALMA	10,000	28th Oct.	Amoy, Shanghai, Moji, Kobe & Osaka.
*TANDA	10,000	5th Nov.	Shanghai, Moji, Kobe & Yokohama.
*RAWALPINDI	10,619	9th Nov.	Shanghai, Moji, Kobe & Yokohama.
*LAHORE	5,204	11th Nov.	Shanghai, Moji, Kobe & Yokohama.
*ALIPORE	5,273	12th Nov.	Shanghai, Moji, Kobe & Yokohama.
*KHYBER	9,114	17th Nov.	Shanghai, Moji, Kobe & Yokohama.
*MALWA	10,080	23rd Nov.	Shanghai, Moji, Kobe & Yokohama.
*TILAWA	10,006	28th Nov.	Amoy, Moji, Kobe & Osaka.
*RAJPUTANA	10,568	7th Dec.	Shanghai, Moji, Kobe & Yokohama.
*JEYPORE	5,318	9th Dec.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
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LOAD LINE REPORT

SHIPPING VIEWS ON THE RECOMMENDATIONS

MORE CARRYING CAPACITY

The report of the Load Line Committee, was received in Liverpool shipping circles with a considerable amount of satisfaction. While it was difficult to obtain interviews from shipowners and others who are intimately associated with the findings of the committee, it was felt that the findings are all in the right direction. Many of those who, under ordinary circumstances, would be in a position to express an authoritative opinion on the findings of the committee, hesitated on the grounds that the report had only just been published in "The Journal of Commerce" that day, therefore, they had not had time fully to digest all the recommendations which the committee had made.

A gentleman associated with one of the oil tanker firms in Liverpool said that they were greatly in favour of the findings of the committee, because such would tend to increase the carrying capacity of their vessels, and, at the same time, the stability of the ship would not be in any way affected. On the other hand, he would point out that with the greater carrying capacity of the individual ship a company which had a large number of vessels would probably find that it would be necessary to lay up some of their tonnage, owing to the large carrying capacity of the other ships. The recommendations of the committee, however, would be to carry over 10,000 tons deadweight.

Members and Officers' Views
Mr. Thomas Scott, secretary of the Mercantile Marine Service Association, in the course of an interview said the report of the Load Line Committee, which for over two years had been carefully considering the possibility of revising the loading conditions of British vessels in view of the steadily increasing competition of foreign shipping largely untrammelled by the requirements of Britain's laws would be studied with keen interest by the masters and navigating officers of the British Merchant Navy with a view to discovering how far the proposals were likely to affect the safety of lives and property afloat where they are primarily responsible.

The committee presided over by Sir Charles Sanders, an able and experienced servant of the Government and steeped with the cautious tendencies of the Board of Trade, was comprised of representatives of the various interests both technical and professional, the nautical interests being adequately safeguarded by Captain J. T. Edwards, a member of the council of the Mercantile Marine Service Association whose tanker experience was an invaluable asset to the committee. The special type of vessel and who had the additional advantage of years afloat as master in sail.

Timber deck cargoes and a revision of the load line for tankers in view of foreign competition, were the main objects of the committee and as their recommendations in both trades were preliminary to international agreement, ample time would be available for considering how far they trench upon the margin of safety provided under the old rules, but there could be no doubt that the committee had fairly and squarely reached a satisfactory conclusion in recommending that modern types of vessels in both trades were sadly hampered by restrictions which were detrimental to British trade and favourable to our foreign competitors. In this respect the committee would have unanimous support in their recommendation to reconsider the margin hitherto allotted to the newer vessels of which there are a large number engaged in timber carrying and in the tanker industry.

A Mixed Reception
Mr. G. B. Say, chief assistant secretary of the Imperial Merchant Service Guild, stated that those who had followed the work of the committee, which had been for some 2½ years, were fully aware of and greatly impressed with the tremendous amount of work which had been put in by the committee in investigating the matter from every point of view. The Guild had been especially interested in that it had been represented on the committee by Captain A. Spencer, and had been the means of supplying some witnesses to appear before the committee.

Having regard to the expert evidence obtained by the committee from seafarers as well as others, it was a matter of some difficulty to criticise the conclusions which were embodied in the report. It was well-known that British ships had been at an unfair advantage in competing with foreign ships in so far as the timber trade was concerned, but the Guild had been concerned, have been somewhat sharply criticised amongst experienced masters and officers as to whether the British regulations should be amended to fall into line with the foreign regulations. The British regulations—which the committee had found unsuitable—required overhauling, but the main point in so far as the Guild and its members were concerned, was that experienced members of the profession had been opposed to the deeper immersion of ships. From this point of view the Guild was of opinion that the report would have a mixed reception from the profession, especially the conclusion as regards the load line of tankers.

The recommendations as regards assignment, periodical inspections, etc., appeared to be very sound, and it appeared to place the whole matter upon a far more satisfactory basis.

The suggestion of an international agreement on the subject before the recommendations were put into operation, was of outstanding importance, and it was to be hoped that such agreement would be achieved.

London Views

A London correspondent writes:—Most London shipowners are still absent from the City competing holidays in Scotland or abroad. In shipping circles generally there is a broad sense of satisfaction at the recommendations of the Load Line Committee. The extended freeboard given to tankers and to timber-carrying vessels is looked upon as a factor which will decrease the pressure of foreign competition.

In the past foreign ships have been able to carry more oil and more timber (and thus earn more money) than the British ships with the higher freeboard standards. The new regulations promise to modify the fierceness of certain forms of foreign competition in these trades.

The experts, especially in the classification societies, are still studying the report. They consider it is too complicated for the passing of hasty opinions.

NEW LIFEBOAT

FIRST OF SHIPPING COMPANIES' GIFT

The inaugural ceremony of a new motor lifeboat at Weymouth took place in mail week. This new boat is the first to be formally inaugurated of the lifeboats which have been presented to the Royal National Lifeboat Institution by several of the big shipping companies in response to the special appeal which the Prince of Wales, as President of the Institution, made to them last year.

The boat is the joint gift of the Royal Mail Steam Packet Company and the Union Castle Mail Steamship Company, the other lines which have also presented lifeboats being the Peninsular and Oriental Group, the White Star Line, and the Cunard Company. She is a Watson lifeboat 40ft. 6in. long, with a 50 h.p. engine, which she carries enough petrol to be able to go to the help of vessels anywhere within 117 miles of her station. She is the first of a new and much improved type of Watson boat. Her greatly increased stability and buoyancy are shown by the fact that she can take 180 men on board before the deck is awash, while the older type of 40ft. boat had her decks awash with only 60 men on board.

The new boat is to be named "Lady Kylesnake" and she will be formally presented to the Institution on behalf of the two shipping companies by Sir Leslie Scott, K.C. She will be received by Sir Godfrey Barin, Bt, chairman of the Institution, who will then present her to Major J. H. C. Devlin, the president of the Weymouth branch. Bishop Jocelyne will dedicate the boat, and Lady Kylesnake, president of the Weymouth Ladies' Lifeboat Guild, will name her "Lady Kylesnake."

CAMPBELLTOWN'S NEW LIFEBOAT

A new motor lifeboat, the sister ship of the boat recently stationed at Stromness, Orkney, has arrived at Campbelltown after a five days' journey from Cowes, a distance of 566 miles.

It was met by the motor lifeboat William Macpherson, which she is supplanting, under ex-coxswain George McKean, who had command of the old boat since 1912. The harbour was beflagged, and the new lifeboat welcomed with volleys of rockets and the hoisting of steam horns. She was brought alongside the quay by Coxswain Malcolm McIntyre, and was afterwards inspected by a large number of townfolk. The christening ceremony has been postponed till next spring. The old boat is being sent to Aldeburgh, near Ipswich.

SHIP SALES

There is still considerable activity in the sale of vessels. Recent transactions include the sale to a Latvian company of the "Erisos," 3,233 tons built at West Hartlepool in 1902; the "Marjan," 2,466 tons, built by Laings, Sunderland, in 1895, and sold by the same firm to a Greek company; the "Athol," 4,647 tons, built at Glasgow in 1901, and sold by Trinder Anderson and Co. to Giuseppe Bazzo, of Genoa; the "Vangasneka," built by Laings in 1904, and sold by Greenley and Co., of Cape Town, to Scandinavian owners; and the "Lingfield," 4,665 tons, built by Irvin, West Hartlepool, in 1910 and sold by Woods, Tyler and Brown, of London, to Watts and Co., and renamed "Chatham."

Establishing a profitable basis for the exportation of California grapes to a large new market, the East Coast of South America Conference of steamship lines announces a drastic reduction in freight rates for fresh grapes by refrigeration. The rate will be cut from \$40 to \$25 per measurement ton on shipments from San Francisco and Los Angeles to East Coast South American ports, effective at once.

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HONG KONG TO SYDNEY—1929 DAYS.

Steamers	Due Hong Kong	Due to Sail
CHANGTE	8th November	18th October
TAIPING	10th December	15th November
CHANGTE	7th January 1930	17th December
TAIPING		14th January 1930

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carrying His Majesty's Mails, will be despatched from this Port on or about FRIDAY, the 18th October, 1929 at Noon, taking Cargo for the above Ports.

Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 p.m. the Day before Sailing. The Contents and Value of all Packages must be declared. For further Particulars, Apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hong Kong, 16th October, 1929.

LAUNCH OF H.M.S. "CODRINGTON"

The torpedo-boat destroyer flotilla leader "Codrington" was launched on August 8 last from the Wallsend-on-Tyne shipyard of Messrs Swan, Hunter, and Wigham Richardson, Limited. She is the first ship of her name in the Royal Navy and is called after Admiral Sir Edward Codrington, R.N. (1770-1851), who was Commander-in-Chief of the allied fleet at the Battle of Navarino in October, 1827. We understand that she is the first flotilla leader designed for the British Navy since the conclusion of the European war. Her dimensions somewhat exceed those of modern destroyers, the displacement, when fully equipped for sea, being about 2,000 tons. She will carry five 4.7 guns and two sets of multiple torpedo tubes. The main propelling machinery of the "Codrington" comprises two sets of impulses and reaction single-reduction geared turbines of the Parsons' type constructed by Messrs. The Wallsend Slipway and Engineering Company, Limited, who are supplying the boilers. These are of the water-tube type, fitted with superheaters, and fired with oil fuel worked under forced draught in closed stokeholds.

HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations taken at the Kowloon tidal observatory under the direction of Dr. Doherty during the years 1887, 1888 and 1889.

The times and heights are given for Kowloon, but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

October 17 to 23, 1929.

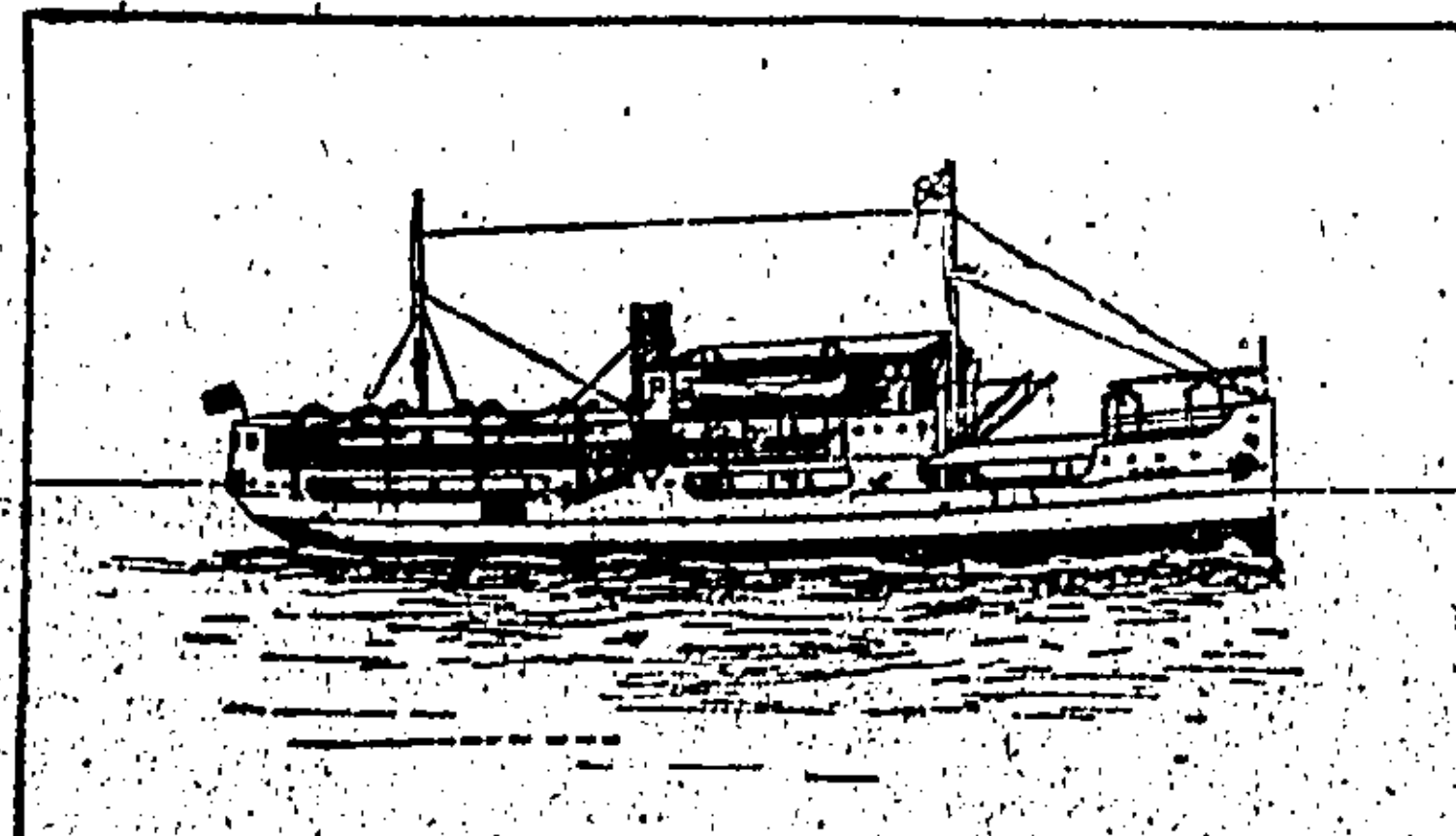
DATE	HIGH WATER		LOWER WATER	
	Standard Time	Ht. Ft.	Standard Time	Ht. Ft.
October 17	5 21	6.9	2 15	3.2
18	6 49	8.4	3 49	2.2
19	8 11	9.9	5 19	2.4
20	9 26	11.7	6 36	2.0
21	10 38	13.3	7 43	1.6
22	11 49	14.7	8 48	1.1
23	12 59	15.8	9 51	0.6
24	1 10	16.5	10 54	0.2
25	2 21	16.8	11 59	0.0
26	3 32	16.7	1 04	0.1
27	4 43	16.2	2 09	0.3
28	5 54	15.4	3 14	0.6
29	7 05	14.2	4 19	1.0
30	8 16	12.7	5 24	1.4

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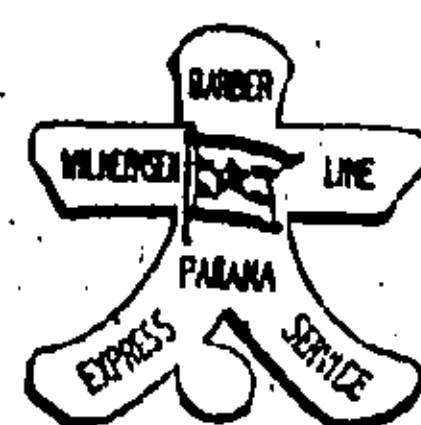


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Single screw steel passenger and cargo motor ship. Dimensions: — 154' 0" R.P. x 23' 0" M.D. x 11' 6" M.D.; D.W. 470 tons; R.H.P. 800; Speed 10½ knots. Built and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the order of La Naviera Filipina Inc., Cebu for Philippine coasting service.

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Town Office: 44, Connaught Road Central, Hong Kong, Tel. Central No. 455. Shipyard: Sham-Sui-Po, Kowloon, Hong Kong. Tel. Kowloon No. 2. Estimates furnished on application.

Hong Kong, April 1, 1924.

ITALIAN TONNAGE TEN NEW TANKERS

MORE MOTOR VESSELS IN PROSPECT

It is announced that the Societa di Navigazione San Marco, intend to replace their steamers "Dulcis" and "Palatino" with two motor liners of 2,000 gross tons. They will be built according to the design of the motor-ship "Morsini," with slight alterations in regard to the hull in order to increase the speed of the ships. It is not known yet what engines will be fitted.

The Societa di Navigazione Puglia at Bari has decided to build three 1,600 gross tons motor liners with 1,200 b.h.p. and one 510 gross tons vessel fitted with 400 h.p. diesel engine.

The S.A. Zaratina di Navigazione has started a weekly service from Trieste to Fiume, Zara, Sebenico, Spalato and Matkovich, with calls at Sussak and Makarska. At the present time the service is being run by the steamship "Doric" is employed on the service but negotiations are going on for the construction of two vessels on for the Central Naval Runt at Ancona, which will be most likely fitted with diesel engines.

Shipping Company Finance
The La Meridionale di Navigazione at Naples had proposed to increase its capital from 10 to 50 millions lire not later than July 31, but according to a Venice correspondent it has been decided to postpone any decision on the subject owing to the impossibility of obtaining maritime credit.

The Navigazione Unione Italiana returns for 1928 show a loss of lire 344,622.16 against a capital of 510,000 lire which has been again paid in full. The company has decided to sell its fleet.

The report of the Societa Officine Allettamento e Riparazione Navi, in which the Navigazione Generale Italiana is greatly interested, shows a net profit of 120,058.11 lire for 1928.

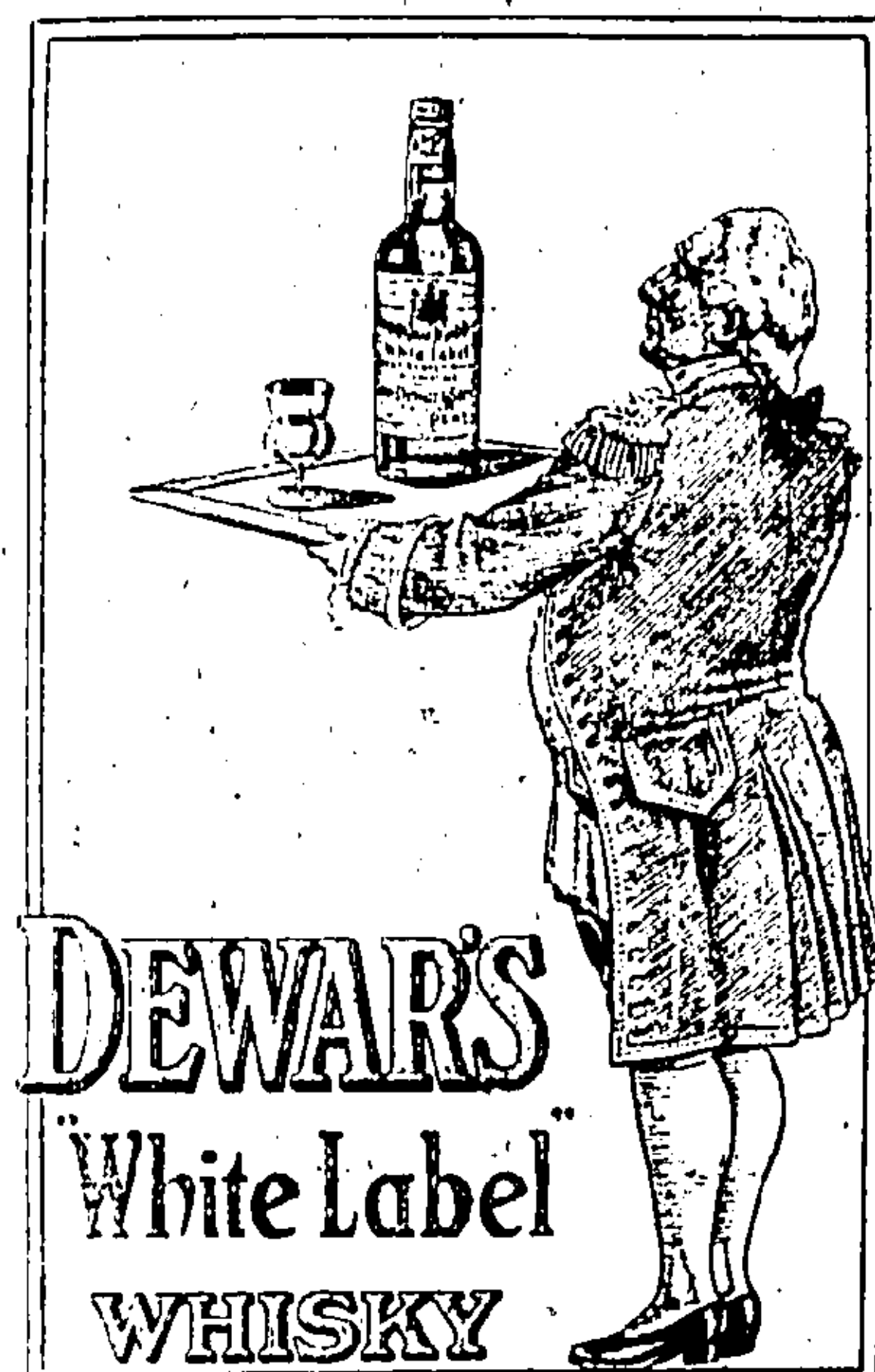
With all the tanker ships that the Shipping Board has disposed of, U.S. oil companies now find themselves in need of still additional vessels. Accordingly, states a New York message, they will soon place with shipyard orders for the building of ten large tankers of the very latest and most modern type. As these vessels are used in the coastwise trade, the oil companies are compelled by law to give their orders for construction to local shipyards.

The great increase in the demand for oil for various manufacturing purposes has led to the need for a large fleet of tankers, it is stated, and hence the placing of new orders for ships. These orders are likely to keep U.S. shipyards very busy; in fact the outlook for shipbuilding in this respect is deemed to be very bright. So much occupied with work will these yards be that, unless the mail contracts are awarded soon it may handicap certain companies which are compelled under their contract with the U.S. Government to build several super liners, ships with speed, and several new cabin ships. It may cause delay in their construction at American yards, if not lead possibly to an increase in cost.

There is even talk of the Cramp's old shipyard at Philadelphia being re-opened to help to meet the present demand for shipbuilding, concludes the message.

which has enabled the directors to reduce the losses incurred during previous years.
The Officine Marittime Calceagno at Guastavino at Genoa have reduced their capital from 8,000,000 lire to 1,600,000 lire.

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A1, A.B.C.
Fifth Edition; Engineering; First & Second Edition; Western Union and Wireless.



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[The weekly edition of the "China Mail." Annual subscription, H.K. \$13 including postage \$15, payable in advance.]

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Hong Kong, Thursday, Oct. 17, 1929.

LABOUR IMPERIALISM

The keen outward vision of the British Labour Party, now in power, has made the future relations of Labour of Great Britain and Labour in the Dominions a question of great historical moment. It is a striking fact that in the short time that British Labour has occupied the Treasury Benches, its most confident attack and greatest success have been in foreign policies. In this second spell of power, with more sense of security, its outlook is widening to take in the Dominions. Mr. Snowden, the Chancellor, even when, in response to the Conservative challenge, made a speech threatening Imperial preferences, spoke forcefully of the Government's willingness to aid in the development of the Dominions. Mr. J. H. Thomas, who is virtually Minister for Unemployment, has been in Canada pleading urgently the case for British trade as against that of the United States, which fills three-fourths of the Canadian market, and investigating the prospects of sound migration. Mr. Ben Tillett, the newly-elected president of the Trades Union Congress, a veteran of many hard battles, in his inaugural speech, urged the need for conferences between British and Dominion Labour.

This realisation of the Empire is no mere sentimental excursion. It is virtually connected with the welfare of British Labour. There are also great possibilities of advantage in it to Labour in the Dominions. The United States and the countries of the

Continent, by high tariff walls and the intensive and often un-economic development of their manufactures, are daily restricting their markets for British goods. The continued prosperity of trade in Great Britain, and with it the prosperity of the British worker, is bound up primarily with the development of new markets in the Empire, and secondarily with an outward flow of migration to relieve the congestion caused by restricted trade at home. The British Labour Party realises that both these aims depend upon the use of British resources in developing the British Dominions with a view to increasing their population and expanding their purchasing power. Great Britain has realised that this can only be done by the aid of British capital and Dominion resources, and by stimulating British interest in the purchase of Empire products, which, of course, are in the British market, primary products. We are certainly in the beginning of a period of economic Labour Imperialism.

We stand, entirely to gain. It is, of course, the primary production of the Dominions that British Labour is concerned to aid in developing. That would mean more people on the land, a greater total population with more capital behind it and a larger volume of local spending power. Though the market for British goods would thereby be increased, so also to an even greater degree would Dominion manufactures benefit by an increase in the local market on which, within their tariff walls, they are dependent. The very increase of population, provided it were adequately capitalised, would in itself be a source of wealth and economic stability.

Mr. Ramsay MacDonald's vigorous and idealising foreign policy springs not only from broad humanitarian sources. That is with him a passionately sincere motive, and it moves him to deeply impressive utterances such as the one with which he recently stirred the Assembly at Geneva. But his foreign policy is vitally related to British Labour aims. He succeeded to a wonderful set of opportunities which he is developing to the full. Labour is concerned with no cause more vital to its interests than the promotion of world peace and disarmament. If the Empire is to pursue these aims unitedly Labour in the Dominions must understand the difficulties that hinder and the policies that further them.

These issues can be more confidently understood and appreciated if they are explained "within the family." Two types of internationalism offer themselves to the Labour Parties of the world. There is the Moscow type, representing the programme of world revolution, there is that to which Mr. MacDonald looks for the solution of such a question as the coal problem, a sane and progressive international co-operation. The closer this co-operation is drawn the more secure is the prosperity of Labour in each country.

NEWS IN BRIEF

For driving hand trucks without having a licence two Chinese were fined \$2 each, respectively, at Kowloon today.

The Chinese resident of 35, Halphong Road was fined \$5 for unlawfully dumping house refuse (rubbish) into the street.

The forthcoming wedding is announced of Mr. John Reginald Leslie Stanton, of 12, Tregunter Mansions, to Miss Astri Larssen, of 7, Peak Mansions.

At the Kowloon Magistracy today a Chinese woman was fined \$5, for carrying five chickens in a cruel manner by putting them in a crate that was too small for them.

A Chinese named Mak So (23), was yesterday admitted to the Government Civil Hospital suffering from injuries to his head, legs and hands, received through accidentally falling off the upper ledge of Ying Fai Terrace whilst engaged in erecting a scaffolding.

At Kowloon Magistracy this morning the occupier of 1, Kowloon Tong Estate was fined \$5 for allowing his dog to be abroad on the road without a muzzle. A similar penalty befell the dweller of 515, Shanghai-street, for a similar offence.

1929 rainfall . . . 68.03 inches

Average 79.28 inches

Deficit 11.25 inches

Four private Indian watchmen employed at the Hong Kong, Whampoa Dock Company, Ltd., were, at the instance of Sub-Inspector Khan, summoned for failing to produce their watchman's licence book when demanded by a police officer in uniform. All were fined \$5 each.

The Hon. Mr. C. McI. Messer, Colonial Treasurer, is due back from leave about November 10, having booked by the P. & O. steamer "Rawalpindi," which left London on October 4. The Hon. Mr. E. R. Hallifax, a passenger by the same steamer, accompanied by Mrs. and Miss Hallifax.

Yesterday afternoon a Chinese woman named Mui Sau-fong (22), was alleged to have attempted suicide by swallowing an overdose of opium. She was found unconscious in her room at the Tung Shan Hotel, Connaught Road West, and the Police removed her to the Government Civil Hospital. The woman is a new arrival in the Colony.

Mrs. Arbusoff, living on the second floor of 9, South View, Yau-mat, reported to the Police yesterday that at about 10.30 a.m. during her absence from the house, her amah named Ah Yee accidentally let her male child, aged 1 year and 11 months, fall from the back window of the servants' quarters. The child was seriously injured and is now in a critical condition at the Kowloon Hospital.

Culminating from a raid carried out by Revenue Officer A. L. Powell on the third floor of 922, Canton Road, three Chinese appeared at the Kowloon Magistracy today before Mr. T. S. Whyte-Smith, charged with the unlawful possession of four tael of non-Government prepared opium. His Worship imposed a fine of \$320, with the alternative of three weeks' hard labour on the first man, and discharged the other two.

Canton, Yesterday.—Since assuming office as Commander-in-Chief of the 9th Army Route on Oct. 9 at Canton, General Chu Shao-liang has received a flood of telegrams of congratulation from Commander-in-Chief Chan Chai-long, Han Fu-chi, Liu Chai, General Ku Ching-tung, Deputy Commander-in-Chief Li Woon-yin, Generals Li Yang-king, Chiang Kwong-nie, Tsoi Ting-kai, Colonel Chung Shiang, and other high military officers. General Chu Shao-liang has replied to all these cables, thanking the senders for their good wishes.—Canton News Agency.

Smiles From Court

Not So Stupid as he looks—
She knows better—Matter of Taste.

Wong Kai did not know why he wanted 10 catties of salt. There was no use for them, but being a kleptomaniac, he simply had to take them when he saw them lying about on board the steam launch "How Hoi."

Wong Kai found to his cost that the way of a transgressor was indeed hard. He stood in the dock at the Central Magistracy this morning, looking quite dejected and crestfallen. The Magistrate asked him to plead, and all he said was hai, hai. The Magistrate thought that Wong Kai was stupid, but the Inspector remarked that he was not so stupid as he looked.

Now Wong might have been a good actor, but he was too self-conscious, and when he heard that he was called a stupid man, he at once showed that he was all there. With an intelligent look, he told the Magistrate that he had stolen the salt, because there was no one who saw him taking them.

"Very good," said Mr. Grantham. "Fine \$10 or go to jail for ten days."

Wong Kwai-pun and So Chiu, two robust young men of about sixteen summers, fell foul with the Police yesterday, and this morning they were ushered before the Magistrate. A Chinese detective said that the two lads were hawking catfish without a licence.

"Yes," admitted the first youth, "but I had to do that to make a living."

On hearing this, the second lad bawled out that he also had to make a living for himself.

"Well, well," said the Magistrate, "This is rather hard luck. Anybody to support you?"

The second boy said that he had an aunt, but this good lady would only capitalise him, and refused to support him.

"That's bad," said the Magistrate, "but your records showed that you had received six strokes of the birch on two previous occasions, and for the same offence."

"Oh, that's nothing. It was just hard luck, that's all," he replied.

"All right, you try 12 strokes this time," the Magistrate roared.

The first lad became wise at the expense of his friend. He said nothing more, and got away with six strokes.

When a woman says that she knows better, it is always better to leave it at that. So when Chang Ah Mui told the Magistrate that she certainly ought to know better where her baby came from, Mr. Hamilton very wisely left the matter there.

She was in the dock this morning on a charge of hawking without a licence. Of course, she had a baby strapped to her back, and that made it more pathetic.

"Hawking without a licence? Oh yes, you see I had to do it. I have two mouths to feed," she said.

Mr. Hamilton wanted to know if the baby was her own or that it had been borrowed for the occasion.

Indignantly she told the Magistrate that she knew better. Mr. Hamilton did not pursue the subject any further. He imposed a fine instead.

"Fine roasted beetles for sale, fine roasted beetles, red hot," shouted a hawker.

The very mention of roasted beetles was enough to stir up the gastronomic taste of the Chinese, and before long the hawker was doing a roaring trade.

A constable was also attracted to the spot. He did not buy any beetles, but asked to inspect the hawker's licence instead. He found that the man was not licensed to sell beetles, and all he could do under the circumstances was to take the beetle monger in tow to the Police Station.

When Mr. Hamilton was told that the man was hawking beetles, he was surprised. "What, beetles for food?"

"Yes," said Inspector Bloor, "the Chinese eat them."

"Certainly, there is no accounting for taste," said his Worship, and fined the offender.

Lured on by the fabulous wealth that a pugilist could make, three Chinese thought that they would enrich themselves by that means. Accordingly, they staged a free-for-all in the public highway, and when a police constable took them in hand, they became indignant.

"They wanted to know why if Jack Dempsey could fight and get a million gold dollars for doing so, they could not do the same. They certainly were not asking for a big purse. They were quite contented with a little practice."

The constable mentioned something about the law of peace and good order, but this was not understood. The constable had to take them to the Station so that the Inspector could do the explaining.

This morning they stood before Mr. Hamilton, and when they were charged with fighting, one man said that he was not so rowdy as all that. He was merely trying to separate the other two from hugging each other.

The second man said that it was the other way about. He was the true pacifier, and the other two were fighting.

The third man said that it was all wrong. He was the man who like Big Robert Ho-tung, was trying to make peace.

"All right, all of you have to pay a fine of \$2," said the Magistrate.

FORGED CHOP

CHINESE SWINDLES FIRM
OUT OF \$7,500

FLIGHT TO SHANGHAI

A Chinese named Au Ying, alias Chan Young, was yesterday afternoon charged before Mr. A. W. G. H. Grantham, at the Central Magistracy, with obtaining the sum of \$7,500 by means of false pretences; with the unlawful possession of a forged "chop"; and with forging a receipt for the money.

The accused was an assistant of the Wing Foon firm of Hong Kong whose "chop" and receipt he had forged. The fraud was hatched by the accused when the Wing Foon firm received a cable from the Man Yick firm in Manila asking them to collect the sum of \$7,500 from the Chan Wo firm in payment for goods supplied.

Having ascertained the purport of the cable, the accused went to the Chan Wo firm on August 6 and, representing that he had been authorised by the Wing Foon firm to receive payment, collected the money and gave a receipt, on which a "chop" was affixed. Later the Wing Foon firm questioned the validity of the receipt and "chop" and the Police were informed.

A warrant was issued and accused was traced to Shanghai where he was engaged in riotous living. Later he went to Canton. Then the Canton Police were communicated with and Au was arrested and brought to Hong Kong.

His Worship passed sentences of six months' hard labour on the first charge and three months on each of the other two, the terms to run consecutively.

NO MIXED BATHING

RHINE TOWNSHIP'S LOSS FROM PROHIBITION

There is great excitement in the little town of Beuel, on the opposite side of the Rhine from Bonn, as to the definition of virtue.

The municipal council, following the now universal practice, constructed a large Strandbad (beach bathing place) along the shore of the river at a cost of five thousand pounds. It was immediately popular. Upwards of a thousand persons used it daily, and hundreds had to be turned away. Then, at the end of July, members of the council belonging to the Centre Party moved that the sexes be strictly separated in the Strandbad, and as the Catholic party is very strong in the Rhineland, the motion was carried.

Recently the municipal council had again to deal with the matter, and it learned that the Zeigelst (spirit of the age) is different from what was imagined by the majority of its members. It appears that on the first day of the division of the sexes the number of visitors fell from a thousand to twenty-seven, and although weather continued ideal for bathing, it often happened that not ten persons patronised the Strandbad during the whole day. The loss to the community is very serious, but the clerical members of the council congratulated the latter on having achieved cultural progress, and announced that a movement was afoot, supported by the highest Catholic dignitaries of Cologne, to act on Beuel's example at other places where there is a Strandbad.

Owing to the strength of the clerical party, the municipal council is helpless, and the matter is to be carried before the superior authorities.

courted, and if she smiled, why, he would be in clove.

The wish being father to the thought, Kwan Yung, such was his name, thought of Pu Piu lottery tickets.

He laid out \$21.50 and 38 tickets in exchange. But he was not going to depend on the turn of the wheel.

Oh, no, he had a better way. He could sell those tickets at a little profit but as luck would have it, he was not so lucky.

He failed to court Dame Fortune, but he certainly met "Miss Fortune," and the result was that he had to part with another \$5 this morning by order of the Court.

It appeared that this "Get-Rich-Quick Wallingford" scheme had also appealed to nine other Chinese.

They got together and tried out their luck on a more lavish scheme. They bought types and other printing paraphernalia, and were actually printing Pu Piu tickets when the Police came on the scene.

They were all charged with keeping a gaming house and eight of them with printing lottery tickets.

The first man who was not included in the second court got off on the ground that it could not be said that they were keeping a common gaming house because no games were played there.

For printing the tickets, the other eight men were sentenced.

The second and third defendants had had previous convictions against them, were each fined \$150, or three months' jail, and the rest were mulcted in the sum of \$75, or six weeks' imprisonment.

CORRESPONDENCE

THE RUBBER MARKET

(To the Editor of the "China Mail")
Sir,—I was very interested in the special reports on the rubber market appearing in the "China Mail" recently. Investors in Hong Kong are very much out of touch with the position, and expert advice is always a welcome feature.

My feeling is that the forecast is much too high, but I have no conclusive facts to warrant me in saying that, the general opinion is wrong. The Stock Exchange has shared the prevailing uneasiness, apparently, and I note that the average of prices is lower than it has been since the middle of July.

I do not believe, however, that supply can exceed demand much longer—until we have the Ormsby-Gore drafts yielding their thousands per acre, which will not be soon!

Yours, etc.,
"INVESTOR."

Hong Kong, Oct. 16.

THE UNHAPPY MUI-TSAI

(To the Editor of the "China Mail")
Sir,—Your leading article of yesterday's date on the Mui Tsaï is very misleading. It gives people the impression that all these girls are villainously treated. Whereas, such is not the case. Frequently these girls come from starving families, and are very cruelly treated by their parents, so that for them to become Mui Tsaïs is a very happy release.

Your suggestion that Chinese ladies should visit houses and have "motherly chats" with the girls is impractical. The Chinese householders would resent such unwarrantable interference, and the lady might find herself involved in all sorts of trouble.

No, this question can only be solved when the Chinese people are more educated. Please publish this letter in your paper, and show the people of Hong Kong the truth.

Yours, etc.,
LEUNG KACHOW.

Hong Kong, Oct. 16.

[The views expressed in our editorial columns yesterday are those held by the Chinese leaders themselves, who know the inside working of the mui tsaï system better than the average Chinese who has not taken the time to study the question fully.—Ed., "C.M."]

(To the Editor of the "China Mail")
Sir,—I enclose a copy of our fifth list in connection with our Appeal and would be grateful if it could be inserted.

The donor of £1,000, Mr. E. W. Stephens, is a nephew of the late Mr. M. J. D. Stephens.

Yours, etc.,
W. T. FEATHERSTONE,
Head Master.

Hong Kong, Oct. 17.

FIFTH LIST	
Mr. J. S. Dykes, L.D.S.	\$ 50.00
Mr. Ngo Bun-ok	20.00
Mr. Lee Pwan-hong	10.00
Mr. Chau Choi-sit	5.00
Mr. Yau Tsi-wing	5.00
Mr. Yau Yau-si	2.00
Mr. Kan Keng-hui	2.00
Mr. R. V. Sitheran	5.00
Mr. A. Van C. Ferau	5.00
Mr. G. Gondrian	2.50
Mr. Lau Pee-hui	2.00
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Mr. Wright	2.00
Mrs. Marks	1.00
Mr. Marks	1.00
Mr. T. Lay	5.00
Mr. E. W. Stephens, £1,000	11,098.25
Amounts previously acknowledged in fourth lists	16,675.92
Total to date	\$28,370.08

Of this total amount \$2,520 are for buildings, \$1,500 for science equipment and \$1,500 for equipment. The balance \$21,650.08 is for endowment. Donations of \$2,500, previously promised and acknowledged, have now been paid.

Dr. Bernard Hollander made a strong plea for a reform of the marriage laws to allow divorce in case of incurable insanity, when addressing the International Congress of the World League for Sexual Reform at Wigmore Hall. He contended that if medical certificates as to the bodily and mental health of candidates for marriage were enforced, the marriage of at least the worst type of degenerates might be stopped.

A HAZARDOUS TRIP

VENTUROUS TRIP TO CANTON IN OUTBOARD MOTOR

WONDERFUL PERFORMANCE

On Sunday a member of the staff of Rudolf Wolff & Kew, Ltd., sole agents for Sopek Elto outboard motors, accompanied by two friends, piloted a 16ft. outboard motor-boat to Canton. They used an Elto quad. The journey was accomplished in spite of rough weather until Bocca Tigra was reached and the round trip was subsequently completed for the first time in history.

Motor Drowned
Waves continually broke over the craft and drenched the "crew." The motor was "drowned" but ran faultlessly although the throttle was kept at full speed practically all the way.

No special preparations were made. The motor was a demonstration one and had been in use for several months. Ordinary Texaco gasoline and oil were used.

The return journey began on Tuesday, after a rest in Canton. The motor ran like clockwork all the way down.

An average speed of over 12 miles per hour was maintained throughout the entire voyage, notwithstanding overloading, unfavourable weather and stops by Customs stations.

No Mishaps
Much is said for the reliability of the motor in that no mishap whatsoever occurred. The plugs were not even cleaned for the return trip.

The only attention needed in Canton was that the lower housing was greased.

Messrs. Rudolf Wolff & Kew, Ltd. are to be congratulated in their enterprise on such a hazardous venture. Demonstrations will be given on request with the same boat and motor.

NEW MINISTERS

ROYAL APPOINTMENTS FOR CAIRO AND BANGKOK

London, Yesterday.

The King has approved the appointment of Mr. Cecil Francis Dornier, Counsellor in His Majesty's Diplomatic Service, to be Envoy Extraordinary and Minister Plenipotentiary at Bangkok.

The King has approved the appointment of Mr. Reginald Harvey Hoare, Counsellor in His Majesty's Diplomatic Service, to be Minister Plenipotentiary whilst employed at the Residency at Cairo.—British Wireless Service.

TOWN-PLANNING

PROTECTION FOR BEAUTY SPOTS IN IRELAND

Ireland is at last to start town-planning. A Town Planning Bill has now been introduced by Senator Johnson into the Senate, which, generally speaking, is on the same lines as the English Town Planning Act of 1925.

Of special interest, however, is the section which makes town-planning compulsory in any case where the Minister for Local Government and Public Health consider that, on account of the natural beauty, or special architectural, historic, or artistic interest attaching to a locality, it is expedient that existing features should be preserved and protected. This section will provide for the preservation of such places as Killarney.

Attention is also given to ugly advertisements. A local authority may, and when required by the Minister shall, serve a notice upon any person requiring him within reasonable time to remove an offending advertisement where the amenity of the district or any public or private open space in the area is, in the opinion of the local authority or the Minister, injured by the display of any advertisement. This clause does not, however, prevent the display of any advertisements upon land relating solely to any trade or business carried on, or to be held, on such land. Nor for five years from the date of the approval of the scheme will existing hoardings be affected.

Powers are given to enforce town-planning schemes, and the Minister himself may carry them out if a local authority defaults.

In an outspoken sermon at St. John's, Newington, Hull, the vicar declared, "The Anglican is the meanest Christian on earth." "A little thought," he said, "would compel a great number of our preachers, but rather ill-educated middle class, to admit that in religious and ecclesiastical matters they are thoughtlessly and innocently behaving as spongers and cheats."

"AIRY NOthings"

ANOTHER WARWICK REVUE SUCCESS

WHAT IS A CAMISOLE?

That skit by the Warwick Revue Company on one of the most popular of British institutions, the Court of Justice, was repeated last night (as part of "Airy Nothings") at the Star Theatre, by request, when the scope of "taking judicial notice" was brought up. Rex Burchell, as the Judge in a breach of promise action, asked "What is a camisole?" and there were many other bright spots in this number.

"Do You Believe in Fairies?" was sung by Miss Enid Nicolson, while that charming dancer, Miss Barbara Weale, "provided the silent background."

Rex Burchell and Selwyn Driver gave of their best in individual items as mirth-providers; and, again, Rex also distinguished himself at the piano with his own compositions.

Miss Gladys Velle had parts which suited her talent well; Guy Latham won merit for his dances with Miss Weale; and Robert Poole sang to advantage in "Lack-a-day" and "The Song of the Clock."

Eileen Dawn was only on the stage once and that behind some scenery. Edgar Warwick has gone North once more, which reminds Hong Kong that these sprightly entertainers will be closing their season at the "Star" all too soon—on Saturday, to be precise. "Airy Nothings" will be repeated to-night. It should not be missed. Some of the costumes and effects are very pretty.

ROUND THE CINEMAS

A FAMOUS FIGHT STADIUM ON SCREEN

One of the most famous fight stadiums in America, the Hollywood Legion Stadium, where film stars gather to watch fistie stars in combat, has at last made its debut on the screen. Though famous in filmdom for years, it was used as a film locale for the first time in producing "The Duke Steps Out," William Haines' new Metro-Goldwyn-Mayer play, which will be at the Queen's Theatre.

"The Duke Steps Out" is a vivid filmatisation of Lucian Carr's famous "Saturday Evening Post" story, directed by James Cruze. Joan Crawford plays the heroine, and a notable cast appears.

It is a drama of a prize fighter who goes to college to please his sweetheart, and still has to fight to protect his title. Haines' adventures in double identity furnish both thrills and hilarious comedy.

The most spectacular thrill of the play is the fight, staged at the Legion Stadium, between Haines and Jack Roper, well-known heavyweight contender, before an audience of several thousands. It is one of the most vivid fight scenes ever placed on the screen, with actual references, announcers, and the staff of the stadium acting as head liners for the two men, who put on a thoroughly realistic bout.

Hundreds of college students from a California university appear in the campus scenes and Haines has one fight in college and another in a cafe near by as high-lights among his thrilling adventures in the realm of higher education.

James Cruze, who directed "The Covered Wagon" and who recently directed Haines in "Excess Baggage" and "A Man's Man," directed the new production. Karl Dane is seen as the giant trainer and Tenen Hotte as the comedy fight manager. Delmer Daves, former class president at Stanford University, plays the "heavy," and Luke Cosgrove, Herbert Prior, Eddie Nugent, and others of note are in the cast.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN "CHINA MAIL"

Social Functions

To-day—Dinner Dances at Hong Kong Hotel and Peninsula Hotel, 8.30 p.m.

To-day—Tea Dances at Hong Kong Hotel and Peninsula Hotel, 4.30 p.m.

To-day—Dinner Dance at Repulse Bay Hotel, 8.30 p.m.

Entertainments

To-day—Queen's Theatre; "The Duke Steps Out."

To-day—World Theatre; "Anybody Here Seen Kelly?" (Continuous performance from 1.15 to 11.15 p.m.).

To-day—Star Theatre; "The Cossacks."

To-day—Majestic Theatre; "The Four Flushers."

To-day—Star Theatre; Warwick Revue Co. present "Airy Nothings," 9.15 p.m.

Oct. 18 and 19—Star Theatre; Warwick Revue Co. present "N' Everything," 9.15 p.m.

Oct. 21—Nelson Play Concert at Lee Theatre, 9 p.m.

Home Mail

To-day—Inward from Europe via Negapatam ("Shantung").

Sports

To-day—Closing date of entries for the harbour races, 6 p.m.

Oct. 23—Twelfth bi-annual race for Ships' Lifeboats, ("Trevesa Trophy") starting time, 4 p.m.

Oct. 26—Seventh extra race meeting of the Hong Kong Jockey Club, Happy Valley.

Land Sale

Oct. 21—At P.W.D. offices, one lot of Crown land at Tai Kok Tui, 3 p.m.

Meetings

To-morrow—Annual meeting of Hong Kong Boxing Association. Messrs. Jardine's board room, 5.30 p.m.

To-morrow—Kowloon Chess Club Annual Meeting at Central British School, 5.30 p.m.

Oct. 21—Meeting of Royal Hong Kong Golf Club (Ladies' Section), Helena May Institute, 11 a.m.

Oct. 25—General meeting of Contributors of the H.K. Development Bldg. & Savings Society, Ltd., (in Liquidation) City Hall Music room, 2.30 p.m.

Lammerts' Auctions

Oct. 19—At Sales Room, Duddell-st., Ladies' shoes, water-proofs, shirts and Men's shoes, etc., 11 a.m.

Oct. 21-22—At Messrs. Sennet Freres (York Building) surplus stocks of watches, jewellery, etc., 10.30 a.m.

Miscellaneous

To-morrow—Lecture on "Difficulties in the Manufacture and Trials of Diesel Engines," by Eng. Capt. W. H. Michell, Institute of Engineers and Shipbuilders of Hong Kong, 6 p.m.

Oct. 22—Ladies' Harbour Race.

Oct. 23—Open Harbour Race.

NEW ADVERTISEMENTS.

HONG KONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN

that the following Debentures were drawn at the Pavilion on FRIDAY, the 11th day of October, 1929:—

No.	No.	No.	No.
19	152	333	547
33	156	352	569
75	160	356	572
102	173	380	578
106	195	382	584
121	209	438	590
128	240	478	601
145	259	485	607
147	305	487	611
148	330	496	675

Holders of drawn Debentures who desire to be paid on the 31st October, 1929, are requested to inform the Treasurers, Messrs. Percy Smith, Seth & Fleming, on or before Wednesday, 30th October, 1929.

AND NOTICE is hereby given that Debentures numbered as above which are not cashed on the 31st October, 1929, will be paid on the 30th April, 1930, after which date they will cease to bear interest.

By Order of the Committee,
L. S. GREENHILL,
Hon. Secretary.
Hong Kong, 17th Oct., 1929.

SNOW IN U.S.

WEATHER FREAK DURING HEAT WAVE

After a week of scorching heat with the thermometer often rising to 94 deg., bending all heat records for September for fifty-four years, comes the word that snow has fallen in the Rocky Mountain region. The weather forecast is that a cold wave will presently stretch across the whole continent.

In some parts of Wyoming 14 in. of snow has fallen and has held up traffic. Americans are explaining such freaks of the weather as being due to the size of their country rather than to changeableness of climate.

Discussion and disension have followed the view expressed by Professor Robert Rogers, of the Massachusetts Institute of Technology, at a conference of business men that because the teaching of boys is largely in the hands of women there is a risk of the minds of the American people becoming feminine.

Over 230 cases of a mysterious disease that seems the same as spotted fever have occurred in many parts of the Continent. In Antwerp there are said to be 152 known sufferers and numerous cases are reported in Germany, Denmark, and Holland, from which countries the disease is believed to have been carried into the North of Belgium.

Columbia
New Electric Records We Recommend

LAYTON AND JOHNSTONE.

5463	There'll Be You And I	.....
	A Place In The Sun For You	.....
5461	Lady Divine	.....
	The Lonesome Road	.....
5459	Weary River	.....
	Coquette	.....
5458	Breakaway	.....
	Walking With Susie	.....
5442	Broadway	.....
	Chicken or The Egg	.....
5477	Huggable Kissable You	.....
	Parted	.....
5476	Sleepy Valley	.....
	Mean to Me	.....
5494	Honey	.....
	A Precious Little Thing Called Love	.....
5493	You're The Cream In My Coffee	.....
	To Know You is to Love You	.....

The Anderson Music Co., Ltd.

KUPPER BEER

The finest German Beer on the market
Obtainable everywhere.

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(Incorporated under the Companies' Ordinances of Hong Kong.)
Prince's Building, Ice House Street Tel. C.75.

NEWLY ARRIVED

REAL HABANA CIGARS.

HENRY CLAY:

Panetelas	25's \$9.50 per box
Jockey Club	25's 9.50 " "
Londres Finos	25's 7.75 " "
Bouquet de Salon	25's 6.25 " "

LA CORONA:

Coronas	25's \$21.50 per box
Half-a-Corona	25's 11.25 " "
Celestiales Chicos	25's 10.75 " "

EL AGUILLA DE ORO "BOCK Y CA":

Excelentes	25's \$8.25 per box
Portenas Finas	25's 7.00 " "

TABAQUERIA FILIPINA

Asiatic Building, Queen's Road C.

RELIABILITY OF THE SUPER ELTO
OUTBOARD MOTOR PROVED TO
THE HILTFIRST TO ACCOMPLISH JOURNEY TO
CANTON AND BACK

On Sunday, 13th inst. a member of our staff piloted a 16ft. PENN YAN outboard runabout to Canton and returned the following Tuesday. An ELTO QUAD was used throughout, and, despite very rough weather and long periods of full throttle work, the motor ran faultlessly.

Ordinary TEXACO Gasoline and Oil, supplied by the Texas Company, were used.

We shall be pleased to give demonstrations with the boat and motor used for this trip.

THE SUPER ELTO
The motor which has proved itself.

Sole Agents—

RUDOLF WOLFF & KEW, LIMITED

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"D. C. L."

MALT EXTRACT
WITH
COD LIVER OIL

Is made from the finest selected Barley and malted with the greatest care on the Company's own premises by the most scientific methods of manufacture.

THE DISTILLERS
COMPANY, LTD.

EDINBURGH.

Price:—Per 1 lb. Jar — \$1.00
Per 2 lb. Jar. — \$1.80

SOLE AGENTS:

GANDE, PRICE & CO., LTD.

St. George's Building, Ice House Street.
Tel. C. 185. HONG KONG.

ILLUSTRATED!

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A WEEK'S PAPERS IN ONE.
OVERLAND CHINA MAIL
SPECIAL COLOURED SUPPLEMENT
 with PICTURES of all local events
 is given free in the
OVERLAND CHINA MAIL.
CHINA NEWS, LOCAL NEWS
and all the NEWS.
*The Weekly paper that saves you
 the trouble of writing Home.*

Once again it has been an exceedingly busy week for the "Overland China Mail" so much so that the current issue literally overflows with good things. The paper itself is a strong argument for sending it away to people in the Old Country and friends in other parts of the world.

Sports take a very prominent place. In the realm of lawn bowls, the Shanghai Interport visit has concluded and other important local matches have been played; flat racing has been resumed under new circumstances; surprises have come thus early in the soccer season; competition is keen for the forthcoming triangular cricket tournament with Shanghai and Malaya. All this is "covered" by the "Overland," the only weekly news budget published in Hong Kong carrying pictures.

"Social and personal" events deserve much attention, with the passing away of respected residents, a number of weddings and announcements of more to follow during "the Hong Kong season."

"Double Ten Day" (the anniversary of the Republic of China) was celebrated in Hong Kong in a manner befitting the first time of making it a public holiday. Read about it in the "Overland."

On the West River delta, because of political developments, pirates have ventured out again. In connection with them, exciting narratives are printed in the "Overland."

Mention of politics brings to mind the fact that three "wars" are being waged in China at the moment: in Manchuria, v. the Soviet; in the South, the Ironsides on their forlorn hope; and in North China, the flinging down of the gauntlet by the "Christian General's" men in defiance of the Central authorities. What is happening is both recorded and described (for the benefit of the foreigner) in the "Overland China Mail." Be certain you get your copy and post it in time. Or leave an order with the "Overland" office.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at a one-and-only cost of H.K.\$1.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a bit to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of times the "Overland China Mail" has become the only weekly news budget which has pictures. It is made just to suit requirements, as it has done all along. What more could be desired?

READY TO-MORROW

Mail via Suez closes at 9.30 a.m. on Saturday.

SINGLE COPY 25 Cents.

INCLUDING SPECIAL COLOURED
 PICTURE SUPPLEMENT

(Sold on the streets and at the bookstalls or you can send your subscription to the office—H.K.\$18 per annum, or \$16 including postage abroad, half-yearly, or specific periods pro rata.)

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G. FALCONER & CO., (HONG KONG) LTD

WATCHMAKERS & JEWELLERS

DIAMOND MERCHANTS

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Agents for:—ADMIRALTY CHARTS

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KEVIN'S NAUTICAL INSTRUMENTS

ENGLISH SILVERWARE, Direct from Manufacturers

High Class English Jewellery

MAN LOONG

PRESERVED GINGER MANUFACTURERS

NEW SEASON PRESERVED GINGER

Best quality—Preserved Ginger in Exportable

Office:—211, Queen's Road Central, Tel. 11, 12, 13

Factory:—Gowloon, Prince's Road, Tel. 11, 12, 13

HONG KONG SHARE MARKET

To-day's Deals and Quotations

Stock	Buyers	Sellers	Sales	Nom.	Paid up Value	Highest & Lowest 1928-29	Dividend
BANKS.							
Hong Kong Bank	1,375	...	...	...	\$125	1,385-1,150	£3 Int. 1929
Chartered Bank	19 1/4	...	...	128 1/2	£5	21.15-18.6.3	7 1/2 Int. 1929
Mercantile Bank, A. & B.	...	...	...	30 1/4	£12.10	34 1/4-30	8 1/2 Int. 1929
Bank of East Asia	...	...	...	90 1/4	£100	100-97	8 Int. 1928
INSURANCES.							
Canton Ins.	690	...	...	...	\$100	720-590	40 1928
Union Ins.	...	...	...	380	£4	£30-27	£3 1928
North China Ins.	160	...	...	50	£15	116-120	20 1927
Yangtze Ins.	...	...	...	...	£10	50-33	M. £3.50 1928
China Underwriters	2,220	...	...	...	£3	2,400-1,75	...
China Fire Ins.	310	...	...	...	£30	310-304	18 1928
H. K. Fire Ins.	715	...	...	...	£50	815-662 1/2	43 1927
SHIPPING.							
Douglas	...	...	...	27 1/4	£10	43-27 1/4	4 1924
H. K. Steamship	26 1/4	...	...	...	£15	30-23 1/4	1 1928
Indo-China (Pref.)	43	...	...	...	£5	52 1/4-30	12 1/2 1925
Indo-China (Def.)	...	...	...	70	£5	100-40	...
Shell Transport	...	...	...	100	£1	118 1/2-85	5 1/2 1928
Union Waterways	...	...	...	22	£7	24 1/4-17	1 1/2 1928
MINING.							
Pengtung	3 1/4	...	...	...	£0.10	£3.50-1 1/4	0.25 1929
Kailash Mining Ad.	57 1/2	...	...	...	£0.10	8 1/4-9 1/4	3 1/2 Int. 1929
Langkai (Cumb.)	...	...	...	16 1/4	£10	18 1/4-9 1/4	...
Shai Explorations	...	...	...	13 1/4	£5	4,100-1,40	...
Loans	...	...	...	5	£5	8,75-4 1/4	...
Rams	...	...	...	9 1/2	£1	£9.60-3 1/4	...
Tromp Africa	21 1/2	...	...	...	£1	...	...
DOCKS, WHARVES, GODOWNS, &c.							
H. K. & W. Wharves	...	...	...	3 1/4	£50	145-120	8 1924
H. K. & W. Docks	...	...	...	...	£50	68 1/2-32 1/2	1.20 1924
China Provident	5 1/2	...	...	...	£100	190-125	7 1/2 Int. 1929
Hongkong	190	...	...	...	£5	8,50-4,60	0.40 1928
N. Engineering	...	...	...	14 1/2	£75	145-89 1/2	7 1/2 1929
Shanghai Docks	...	...	...	...	...	...	...
COTTON MILLS.							
Fuen Cottons	...	...	...	50-40	£5	23,10-7	...
Shai Cottons (old)	...	...	...	...	£50	70-22 1/4	...
Shai Cottons (new)	...	...	...	65	£10	13-5	...
Zhong Singa	...	...	...	...	...	...	...
LANDS, HOTELS & BUILDINGS.							
H. & S. Hotels	10,10	...	10,10 1/2	...	£10	10,65-7 1/4	1.20 1924
H. K. Lands	...	...	...	...	£5	68 1/2-59	2 Int. 1929
Shanghai Land	...	...	...	160	£50	160-124	7 1/2 Int. 1929
Hampshire	14,10	...	...	...	£10	15 1/2-13	0.40 1928
H. K. Realities	8 1/2	...	...	...	£10	9,35-7 1/4	0.30 Int. 1928
Chinese Estates	...	...	...	...	...	...	...
PUBLIC UTILITIES.							
H. K. Tramways	10 1/2	...	...	...	£5	27 1/2-18	0.50 Int. 1929
Peak Tram (old)	...	...	...	11,80	£10	14-11,80	0.25 1929
Peak Tram (new)	...	...	...	6,05	£5	9-6,05	10 1/2 1929
Star Ferry	7 1/4	...	...	...	£10	7 1/4-5 1/2	3 1/2 1928
Ch. Lights (old)	14,30	...	...	...	£5	14,10-9 1/4	5 Int. 1929
Ch. Lights (new)	14,10	...	...	...	£5	14,10-9,30	5 Int. 1929
H. K. Electric	65	...	...	...	£10	64 1/2-57 1/2	2,50 1928
Macao	23	...	...	...	...	...	...
Sandakan Lights	8	...	...	...	£2,50	7,90-3,90	4 Int. 1929
Telephones	...	...	...	...	£1	12,10-11,80	...
China Buses	15 1/4	...	...	...	£1	1-16, 6d.	5 1/2 1928
S'pore Traction	11 1/2	...	...	...	£1	...	...
United Asbestos	20 1/2	...	...	...	£1	...	...
INDUSTRIALS.							
China Sugars	...	...	...	95 cts.	£25	13,60-0,50	In Liquidation
Malayan Sugars	...	...	...	27	£30	30-17	3 1928
Cald Macg. Ord.	11	...	...	...	...	...	...
Canton Ice	10	...	...	...	£10	4 1/2-3 1/4	...
Cement (comb.)	11 1/4	...	...	11 1/4-70	£10	12,85-5,70	0.20 1925
" (old)	...	...	...	...	£10	10-6 1/2	0.80 1925
" (new)	2,40	...	...	...	£1	2,40-0,80	0.10 1925
H. K. Ropes	7,70	...	...	...	£10	8,70-6 1/2	1.25 1924
United Asbestos	5	...	...	...	...	...	...
STORES, &c.							
Dairy Farms	21 1/2	...	...	...	£7 1/2	23 1/2-15 1/2	1.25 1928
Watson	11 1/2	...	...	...	£10	15-11	0.80 1928
Der A Wings	...	...	...	...	...	...	...
Lanc Crawfords	1,55	...	...	80 cts.	£5	4-1 1/2	0.30 1926
Mackintosh	18	...	...	...	£5	...	...
Sincere	...	...	...	...	£10	12-7,75	10 1/2 1928
Wm. Powells	1,80	...	...	...	£2	5 1/2-3 1/4	0.25 1929
MISCELLANEOUS.							
H. K. Amusements	...	...	...	...	£10	3 1/2-2 1/2	2,50 1929
H. K. Constructions	...	...	...	...	£10	1,10-1 1/4	1,50 1929
B. Ind. G. Bonds	...	...	...	...	...	...	...
H. K. Govt. Loans	6 1/4 Prem.	...	...	...	...	...	...

PRINCESS'S WEALTH

TO RECEIVE TWO-THIRDS OF
 £5,000,000 ESTATE

Princess Miguel de Braganza receives a considerable addition to her fortune by the will of her father, the late Mr. William Rhineland Stewart. Under its terms she is to receive two-thirds of the residuary estate, while the remaining third goes to her brother. The Stewart fortune is estimated on reliable authority at \$25,000,000 (£5,000,000) or more.

Before her marriage at Tulloch Castle, Scotland, in 1909, to Prince Miguel de Braganza, head of the ancient Portuguese line of Braganza, the Princess was Miss Anita Stewart.

Her father was a well-known lawyer and business man in New York. The Prince died in New York in February, 1928.

According to an official statement regarding the "mystery disease" at Bombay, which caused the closing of St. George's European Hospital, leading physicians and doctors of international reputation are agreed that the disease is quite new to medical science. Of the first twelve victims six died.

The will of Mr. George Colquhoun Hamilton Dunlop, also a stock

EXCHANGES

TO-DAY'S QUOTATIONS

On London—

Bank, wire 1/9

Bank, on demand 1/9 1/16

Bank, 80 days' sight 1/9 1/4

Bank, 4 months' sight 1/9 1/4

Credits, 4 months' sight 1/10

Documentary 4 months' sight 1/10 1/4

On Paris—

Credits, 4 months' sight 108 1/2

Credits, 4 months' sight 118 1/2

On Berlin—

On demand 117 1/2

On New York—

On demand 42 1/2

Credits, 60 days' sight 44 1/4

On Bombay—

Wire 117 1/2

On demand 117 1/2

On Calcutta—

Wire 117 1/2

On demand 117 1/2

On Singapore—

On demand 75 1/4

On Manila—

On demand 85 1/4

On Shanghai—

On demand 77 1/4

80 days' sight (private paper) 77 1/4

On Yokohama—

On demand 88 1/4

Gold Leaf, 100 fine (per ton) 10,95

Silver (per oz.) 65 1/2

Bar Silver in Hong Kong 65 1/2

Copper Cash

Nominal

Copper Cents 3% prem.

Rate of Native Inter-

est 7% p.a.

Chinese Sub. Coin 25% dis.

Hong Kong Sub. Coin Par.

LONDON EXCHANGES

London, Yesterday.

Paris 123.865

New York 4.88 23/32

Brussels 34.865

Geneva 25.17

Amsterdam 12.09 1/2

Milan 92.975

Berlin 20.40

Stockholm 18.185

Copenhagen 18.205

Oslo 18.205

Vienna 94.63

Prague 164 1/4

Helsingfors 193 1/4

Madrid 33.925

Lisbon 108.25

Athens 875

Bucharest 818

Rio 57

Buenos Aires 47 1/32

Bombay 1/5 27/32

Shanghai 2/2 1/4

Yokohama 1/11 19/32

Hong Kong 1/9

Silver Spot 23 1/8

Silver Forward

Sport Columns

POLO

FINAL MATCH IN K.O.Y.L.I. CUP

K.O.S.B. BEAT CIVILIANS

The final match in the K.O.Y.L.I. Cup played yesterday on the Polo Ground between the K.O.S.B. and the "Civilians" resulted in a most exciting game.

The Borderers pressed from the start, and the "Civilians" very smartly contested every point scored against them. The final scores were seven goals to four in favour of the Borderers.

The teams were:

K.O.S.B.—Captain Abbott, Lieut. Shillington, Lieut. Scott-Elliott, Lieut. Welch.

Civilians.—Mr. Heard, Mr. Stanton, Mr. Gordon, Mr. Newbigging.

Colonel Brownrigg, General Staff, refereed the match.

There was a large crowd present to watch the game, and the band of the K.O.S.B. played during the game, and celebrated their Officers' victory by rendering the regimental march, "Blue Bonnets."

Speaking at the presentation which followed, Major Lake, D.S.O., K.O.S.B., paid a tribute to the energy with which Mr. Stanton had worked for the success of the Polo Club. Mr. Stanton's work had been largely responsible for the present popularity of the game in Hong Kong.

The beautiful K.O.Y.L.I. Cup, engraved with the names of previous holders, was then handed to Captain Abbott, and inscribed silver ash trays were presented to the members of the winning side.

CRICKET

GAMES SCHEDULED FOR SATURDAY

INTERPORT TRIAL

Another Interport trial will take place on Saturday, when the following will play:

H. R. B. Hancock (Captain), A. C. I. Bowker, W. Brice, Major Crake, E. C. Fincher, H. Owen Hughes, A. H. Mussen, H. V. Parker, T. E. Pearce, J. R. Reynolds and Col. Wyatt.

E. B. Reed (Captain), D. J. N. Anderson, W. B. Folley, L. Goldman, W. C. Hung, H. Holman, Kelly, W. A. H. Maxwell, E. J. R. Mitchell, A. Reid, J. E. Richardson, A. A. Rumjahn, and V. W. L. Stanion.

OTHER GAMES

University 2nd v. R.A.S.C.

The following will represent the Varsity 2nd XI in a League match against R.A.S.C. on Saturday at 2 p.m. at Pokfulam:—F. Hiptola (Captain), A. A. Aziz, K. T. Loke, G. E. Yeoh, K. P. Gan, C. Candah, A. Rodrigues, H. E. M. Adams, P. L. Tan, A. T. Normanbhoy, and Ng Kam-sool.

University v. Civil Service

The following will represent the University 1st XI in a friendly match against the Civil Service Cricket Club on Saturday at 2 p.m. sharp at Happy Valley:—C. W. Lam (Captain), D. K. Samy, M. B. Osman, S. V. Gittins, E. A. Lee, A. P. Gutierrez, A. B. Sulaiman, A. Baker, A. Chan Fook, S. R. Kermani and R. Leong.

H.K.C.C. v. Reclero

The following will represent the H.K.C.C. against the Club de Reclero, on Saturday, away:—W. W. MacKenzie, J. H. Ashworth, G. E. Divett, R. K. Hepburn, J. R. Hinton, G. P. Lammert, O. Moor, F. E. Skinner, H. R. Remington, E. R. West, and R. M. Wood.

Volunteer v. C.S.C.C.

The following will represent the Volunteers against the Civil Service C.C. on Sunday at 11 a.m. on the C.S.C.C. ground (meet outside H.K.C.C. at 10.30 a.m. sharp):—E. J. R. Mitchell (Captain), E. C. Fincher, O. Moor, A. Reid, J. A. Summers, G. P. Lammert, G. E. R. Divett, W. D. Folley, R. M. Wood, W. C. Hung and F. Zimmerman.

RANGERS TRIUMPH

BEAT CELTIC IN REPLAY OF GLASGOW CUP

FOUR-TO-NIL VICTORY

Glasgow, Yesterday. Replaying to-day in the final of the Glasgow Cup, Rangers defeated Celtic by four goals to nil.—Reuter.

[When these old rivals of Glasgow met last Saturday, neither side scored.]

FOOTBALL

CLUB 2ND XI v. K.O.S.B.

The following have been selected to represent the Hong Kong Football Club 2nd XI against the K.O.S.B. on the Sookumpoo ground on Saturday (kick off at 3 p.m.):—Oswick; Buxton, Potouloff, Gellatly, Punccheon, Krilovsky, Bell, Smith, Stoker, White and Coppin. Reserves: J. M. Wilson, Hooper, J. B. Wilson, Pankhurst and Sloan.

Kowloon Teams
The following will represent the Kowloon 1st XI against South China on the Kowloon Football Club ground on Saturday (kick off, 4.30 p.m.):—

Angus, Sen, Gillott, C. Pile, Hedley, Downman, Bliss, T. Pile, Gallaher, Easterbrook, McKelvie, and Miles.

Reserves:—Eastman and Nicholls.
The following will represent the Kowloon 2nd XI against Ewo on the Kowloon Football Club ground on Saturday (kick off, 3 p.m.):—

Angus, Jun, Springett, Hast, Moore, Campbell, Seddon, Hannan, Spary, Moss, Coates and Bickford.

Reserves:—King, Hawke, and White.

Changes in Fixtures

The following alterations to fixture list should be noted:—

Saturday, October 19

Police v. Somerset—Senior Division game will be played on Stadium Ground and not on St. Joseph Ground.

October 23 and 30 (Senior Games)
The K.O.S.B. v. Police game of October 30 will be played on October 23 at Sookumpoo.

The Navy v. K.O.S.B. game of October 23 will be played on October 30 at Caroline Hill.

HONG KONG AREA

League Result During Past Week

The following are the results of matches played during the week ended October 12:

October 7.—H.Q. K.O.S.B. 3, "D" Co. Somerset L.I. 0.

October 7.—"D" Co. K.O.S.B. 2, R.A.S.C. & R.A.P.C. 1.

October 8.—"A" Co. K.O.S.B. 2, 31st Bty., R.A. 4.

October 9.—20th Bty., R.A. 0, "B" Co. K.O.S.B. 2.

October 10.—R.E. & R.S. 1, "C" Co. Somerset L.I. 2.

October 10.—31st Bty., R.A. 10, R.A.O.C. 0.

October 10.—"C" Co. K.O.S.B. 4, "A" Co. Somerset L.I. 0.

October 11.—R.A.M.C. 2, 12th H. Bty., R.A. 6.

October 11.—"B" Co. Somerset L.I. 0, H.Q. Somerset L.I. 0.

"C" Co. K.O.S.B. 5, 31st Bty., R.A. 4.

12th Bty., R.A. 4.

H.Q. K.O.S.B. 5, 31st Bty., R.A. 4.

"B" Co. K.O.S.B. 5, 31st Bty., R.A. 4.

"D" Co. Somerset L.I. 5, 31st Bty., R.A. 4.

"D" Co. K.O.S.B. 5, 31st Bty., R.A. 4.

"A" Co. Somerset L.I. 5, 31st Bty., R.A. 4.

H.Q. Somerset L.I. 5, 31st Bty., R.A. 4.

R.A.O.C. 4, 20th Bty., R.A. 4.

R.E. & R.S. 4, 12th H. Bty., R.A. 4.

"A" Co. Somerset L.I. 5, 31st Bty., R.A. 4.

27th Co. R.A.M.C. 4, 20th Bty., R.A. 4.

R.A.S.C. & R.A.P.C. 4, 20th Bty., R.A. 4.

GOLF

HOLIDAY COMPETITIONS AT FANLING

BOGEY-MEDAL PLAY

For the Bogey Pool Competition played at Fanling over the holidays, there were no fewer than 51 entries.

E. D. Lawrence won with a card of three up and D. J. Gilmore and W. W. Mackenzie (both 2 up) divided second prize. Capt. A. W. Davidson, G. E. Costello and R. Young returned cards of one up.

For the Medal Round there were 29 entries. This was won by R. Young with a score of 79-8=71. (E. D. Lawrence 77-7=70 won the Bogey Pool in the same round). Other scores were: E. D. Lawrence 81-7=74 and C. E. Sandstrom 91-16=75.

AN EDINBURGH VICTORY AT SUPERBAGNERES

Golf is "booming" in the Pyrenees, and may one day rival pelota and Rugby in a land addicted to ball games. Not only in the Basque Country—at Biarritz, St. Jean de Luz, and other seaside resorts where the royal and ancient game is no novelty—are golf courses multiplying, but "terrains" are being laid out in feverish haste far inland among the mountain heights, with excellent "professionists" to initiate the debutant and improve the tyro.

In a couple of years two Trans-Pyrenean railways have been opened and between them at least three new "golfs" have sprung up, lofty mountains proving no barrier to those armed with drivers and niblicks. Last summer saw the inauguration of a sporting 9-hole course that wanders up hill and down dale, among the woods in the wooded air of Font Romeu, well over 6,000 feet above sea-level, close to the point where the Eastern Trans-Pyrenean line crosses into Spain round the end of Andorra. This year Bagneres de Bigorre in the Hautes Pyrenees has added a little course to its other attractions, so as to compete the better with Bagneres de Luchon, the undisputed "Queen of the Pyrenees."

For some years Luchon has boasted a 9-hole course, so magnificently situated and so attractive—despite its imperfections from the standpoint of a serious Scottish golfer—that its extension is now under consideration, among other improvement schemes begun or projected in that most delightful of Pyrenean health and holiday resorts.

Perched on a mountain top high above Luchon, but easily reached by a rack railway, is Superbagneres, with (like Font Romeu) a luxuriously equipped hotel, a favourite rendezvous of winter sports enthusiasts. In summer Superbagneres has other inducements to offer, and these were notably enhanced by the opening of a "golf d'obstacles"—a short-hole course, with nine holes ranging from 35 to 100 yards in length, bogey in each case being 3. Miniature hazards, artificial and natural—bunkers, baby fir plantations, heather, rabbit holes, and the like—make this course as difficult as it is amusing; and though highly accidented the terrain is far from arduous—a distinct advantage at such an elevation (6,000 feet).

With glorious views of the topmost Pyrenees, with glaciers, craggy peaks, wooded valleys, and pastures unbelievably green, and glimpses of Spanish hamlets clinging

	Played.	Won.	Drawn.	Lost.	For.	Against.	Points.
"C" Co. K.O.S.B.	5	5	0	0	21	7	10
31st Bty., R.A.	4	4	1	1	23	7	9
12th Bty., R.A.	4	4	0	1	14	10	8
H.Q. K.O.S.B.	5	3	1	1	11	5	7
"B" Co. K.O.S.B.	5	3	1	1	10	4	7
"D" Co. Somerset L.I.	5	3	0	2	14	5	6
"D" Co. K.O.S.B.	5	2	1	2	8	6	5
"A" Co. Somerset L.I.	5	2	1	2	6	5	5
H.Q. Somerset L.I.	5	2	0	3	18	11	4
R.A.O.C.	4	2	0	2	4	4	4
R.E. & R.S.	4	1	1	2	6	16	3
"A" Co. Somerset L.I.	5	1	0	4	7	18	2
27th Co. R.A.M.C.	4	0	2	2	2	7	2
20th Bty., R.A.	6	1	0	4	4	12	0
R.A.S.C. & R.A.P.C.	4	0	0	5	3	12	2

HOME RACING

NEARLY RECORD FIELD FOR CESAREWITCH

WEST WICKLOW'S WIN

London, Yesterday. The result of the Cesarewitch, (2¼ miles) at Newmarket to-day, was as follows:—

Mr. Leahy's West Wicklow, 5 yrs., 7 st. 6 lb. 1
Mr. Jack Joel's Friendship, 4 yrs., 7 st. 1 lb. 2
Colonel Wernher's Brown Jack, 5 yrs., 9 st. 3

Won by a length; a length. There were 35 runners—two short of the record field of 37.

Betting:—
28 to 1 agst. West Wicklow.
100 to 8 agst. Friendship.
15 to 2 agst. Brown Jack.

—British Wireless Service.

HOCKEY

CLUB DRAWS WITH H.K.S.T.A.

Playing on the Marina Ground yesterday the Hockey Club drew with the Hong Kong and Singapore Royal Artillery; the score being one goal all.

The game was fast throughout, both teams showing much vigour.

To-morrow's Game
To-morrow the "A" team of the Club will play the Punjab Regiment at 5 p.m. The following players will represent the Club:—

R. W. Sapsed, J. E. Henry, G. A. L. Plummer, Dale, N. Evans, M. G. Mills, Hazel, G. Rankin, L. G. Frost, W. R. Greenhaigh, and Batger.

TENNIS

MISS HELEN WILLIS'S ATTITUDE CRITICISED

Tennis circles in America are agog over an article by a well-known tennis writer in the "New York Evening Post."

"Helen Willis is the Gene Tunney of tennis," he asserts. "She has the same unfortunate personality that gives the impression of aloofness. Whether the impression is false is beside the point. It alienates the crowd, which suspects that the tennis queen's quiet dignity is nothing but a pose."

The article adds that the demonstration accorded to Mrs. Watson when the British player ran Miss Willis so closely in the American singles championship was largely inspired by antagonism to Miss Willis.

The voice of the people may not be the voice of God, but it is a voice to which athletes who exploit their popularity must hearken. Miss Willis has turned a deaf ear, and there are signs that she will soon have to pay the penalty.

TOM HEENEY TO RETIRE

Tom Heene, the New Zealand heavyweight boxer, has, it is understood, decided to retire from the ring. Heene has fought four times since he lost to Gene Tunney for the heavyweight title on July 26 last year, and has lost every time. His last defeat was at the hands of Vittorio Campolo, the giant Argentine, who won on a technical knock-out in the ninth round of a ten-round contest.

ing to the mountain sides over the frontier in the Val d'Aran, the temptation to lift the head is well-nigh irresistible; the clear, crisp, sun-baked air makes distances deceptive; and the jangle of jazz from the adjacent hotel affords a good excuse—if excuse be needed—for many a missed putt on the tantalising tea-table sized greens.

The first competition on this Superbagneres course (which is almost certain to develop soon into a long-hole course—suitable ground, at all events, is not lacking), was held early in August. A cup, the Coupe de Cecire (Cecire is an 8,000 feet peak that dominates the course), was offered for the occasion, mixed foursomes at scratch, being the order of the day. The entries were of a cosmopolitan character, and the cup for 1929 was won by two Edinburgh players, Mr. and Mrs. Liddell Geddie, with a score of 71 (36 and 35 for the two rounds).

ANIMALS' WELFARE

S.P.C.A. APPEALS FOR MORE FUNDS

S.O.S. BROADCAST

The local branch of the Society for Prevention of Cruelty to Animals is making a campaign for funds in order to carry on its good work, and yesterday the President, Mr. W. B. Finnigan, broadcast his appeal to the public from the studio of the Government Broadcasting Station, Post Office Building.

Mr. Finnigan said, inter alia:—
In Hong Kong we have a Society for the Prevention of Cruelty to Animals. The work of this Society is not confined to preventive measures only. It aims at encouraging acts of kindness to animals and at educating public opinion on the subject. The Society has two inspectors, one on the Kowloon side and one on the island. Unfortunately it has not the means to provide more inspectors to carry on its work. These inspectors have their hands full and concentrate on landing places, railway stations and markets where cattle, pigs and poultry are being constantly handled. They also visit bird shops and other places where birds and animals are kept for sale.

Were it not for the valuable assistance rendered by the Department of Police it would not be possible for the Society's inspectors to cope with the amount of work which they are called upon to do. Their endeavours are mainly preventive and educational as it is much more salutary to check abuses by teaching coolies to handle animals humanely than to resort to prosecutions in the Police Courts. Unfortunately, the work that is done in this direction gains little or no publicity, and a considerable portion of the population of the Colony is unaware of the good work that is being attempted and done by the Society.

The Dog's Home
The Society also maintains a Dogs' Home at Kowloon. This institution meets a much felt want and is open to inspection at any time by members of the public.

As regards the educational aspect of the work the committee of the Society have, in conjunction with the Boy Scouts and Girl Guides' Associations, organised annual essay competitions with the object of encouraging the youth of Hong Kong to take a practical interest in the welfare of birds and beasts. The subjects of the essays are specially chosen so as to make it necessary for competing troops to see and note for themselves the actual conditions under which birds and animals are kept both in the city and in country districts, and they are encouraged to suggest ways and means of improving the conditions which they observe. The Hon. Sir Henry Pollock has generously presented a handsome cup for competition among boy scouts and the Society undertakes to provide a similar cup for the best essay submitted by the Girl Guides.

Funds Needed
The activities of the Society are, however, woefully circumscribed owing to the inadequacy of funds at its disposal and money is urgently needed to enable it to continue its work. The Society requires an income of at least \$10,000 a year to carry on its present functions, limited though these are. Government have recognised the aims and public utility of the work by giving the Society a grant proportional to the amount collected from voluntary subscriptions. The Government grant is limited to a maximum of \$2,500 a year. The Society has also been a most generous supporter of the Society.

During the current week the S.P.C.A. are inviting subscriptions from firms and business houses in the central district of Hong Kong. A committee of ladies interested in the work of the Society have very kindly consented to call at the various offices and leave subscription cards for circulation among members of the respective staffs. The ladies will arrange to call again at a convenient time and date to retrieve cards, and to collect donations.

Existence Threatened
The Society believes that this method of collection causes the minimum amount of inconvenience and dislocation of work and that it will therefore commend itself to the heads of business houses and offices whose generous co-operation and support are essential to the success of the financial campaign which the Society is organising. The need for the present organised effort for the requisite funds is imperative. The very existence of the Society is threatened and it is earnestly hoped that the public will respond nobly to the Society's S.O.S. What is sorely needed is a permanent endowment but until such time as a generous benefactor appears upon the scene we must look to the increasing generosity of the public and the power of the Press and broadcasting to educate public opinion on the subject.

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World News In Pictures

Recent Palestine Trouble



One of the desert Bedouin sheiks

Slain by Arabs



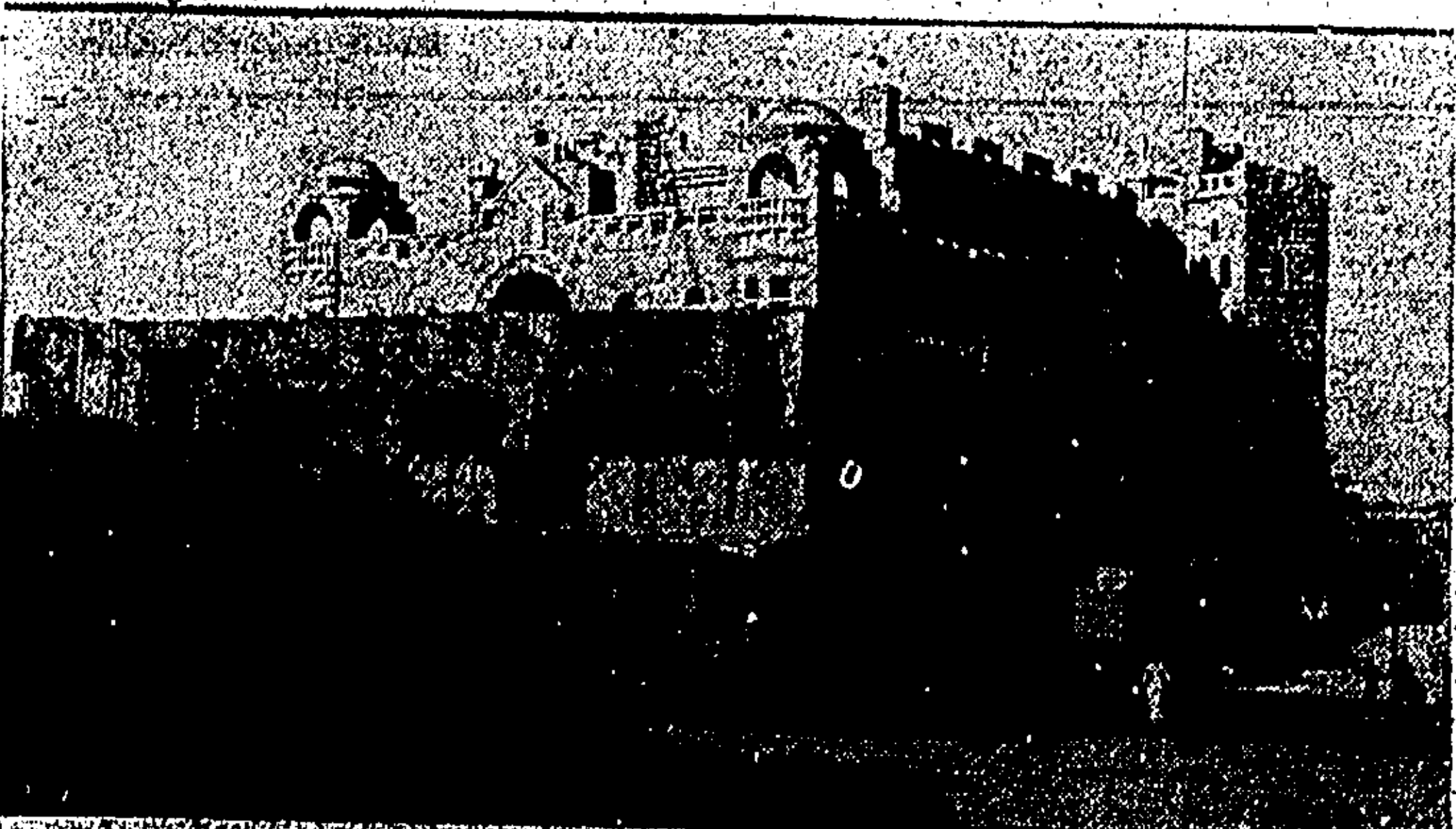
Benjamin Hurwitz, 19, of Brooklyn, N.Y., was among the 12 Americans slain in Hebron, Palestine, when raiding Arabs attacked the Rabbinical College outside Jerusalem.

Holy Land "War"



The Arabian leader, Musa Kazim, was invited by the British authorities to enter into a conference with a view to checking the recent outrages of his countrymen against the Jews in Palestine.

British Military Headquarters at Jaffa



On the arrival of British Staff officers from Egypt, military headquarters were located at the new barracks at Jaffa (shown above) during the trouble between Arabs and Jews in Palestine.

War Veteran Dies



United States Senator Lawrence D. Tyson of Tennessee, veteran of the Spanish-American and World wars, died in Philadelphia recently at the age of 68 years. He was awarded the Distinguished Service Medal during the World War and had an enviable record for bravery.

Won Canadian Golf Championship



For the first time in 32 years the Canadian amateur golf championship has been won by an American. Eddie Held (above) of Lakeville, Long Island, is seen here driving towards the eighth hole in the deciding match with Gardner White of Nassau, L. I., on the links at Jasper, Alberta.

Union Church Ladies' Society Holds "At Home"



Owing to the wet ground after unfavourable weather, the garden party of the Union Church Ladies' Society (Shanghai), originally scheduled to take place at the residence of Mrs. Kilmer, No. 17 Edinburgh-road, was called off and an "At Home" was held instead at the Union Church Hall on Soochow-road. A large number of members attended the function, which marked the opening of the winter season gatherings of the Society.—(J. H. Fong)

Girl Jumps From 'Plane As Wings Collapse



When the wings of the 'plane piloted by Lt. John Trunk of Chester, Penn., dropped off over Valley Stream, Long Island, Miss Fay Gillis of New York, a passenger (inset), landed safely by parachute. Lt. Trunk also whizzed to the ground by the same method. The 'plane is seen after the accident.

School Attacked By Arabs



When raiding Arab tribesmen engaged in the Palestine revolt attacked the town of Hebron, they entered their activities around the Zionist school on the outskirts of the city. Heavy losses were reported in the fighting at this point.

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of a
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a Manipulator
Caught Short in the
Market
Gives the Ticker



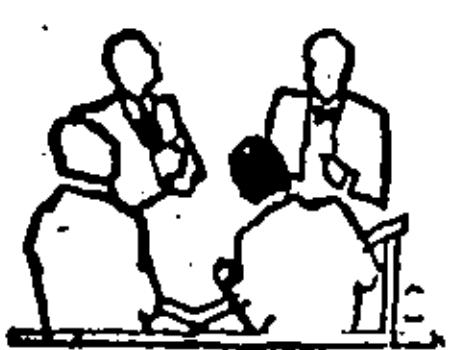
The Perseverance and
Optimism of an Ancient
Pedant learning to Play
Ping Pong



and the Pride with which a
Bride Ties, Her New Hubby's
Tie.



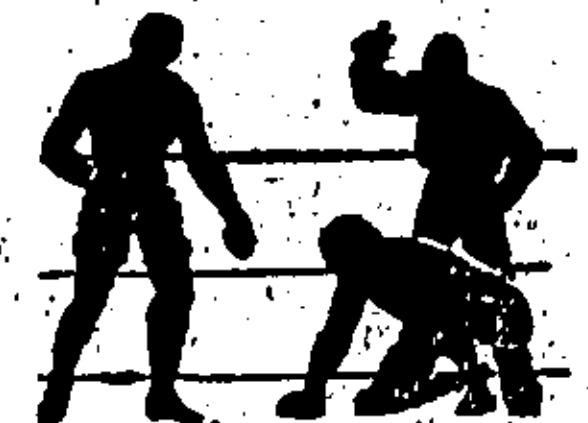
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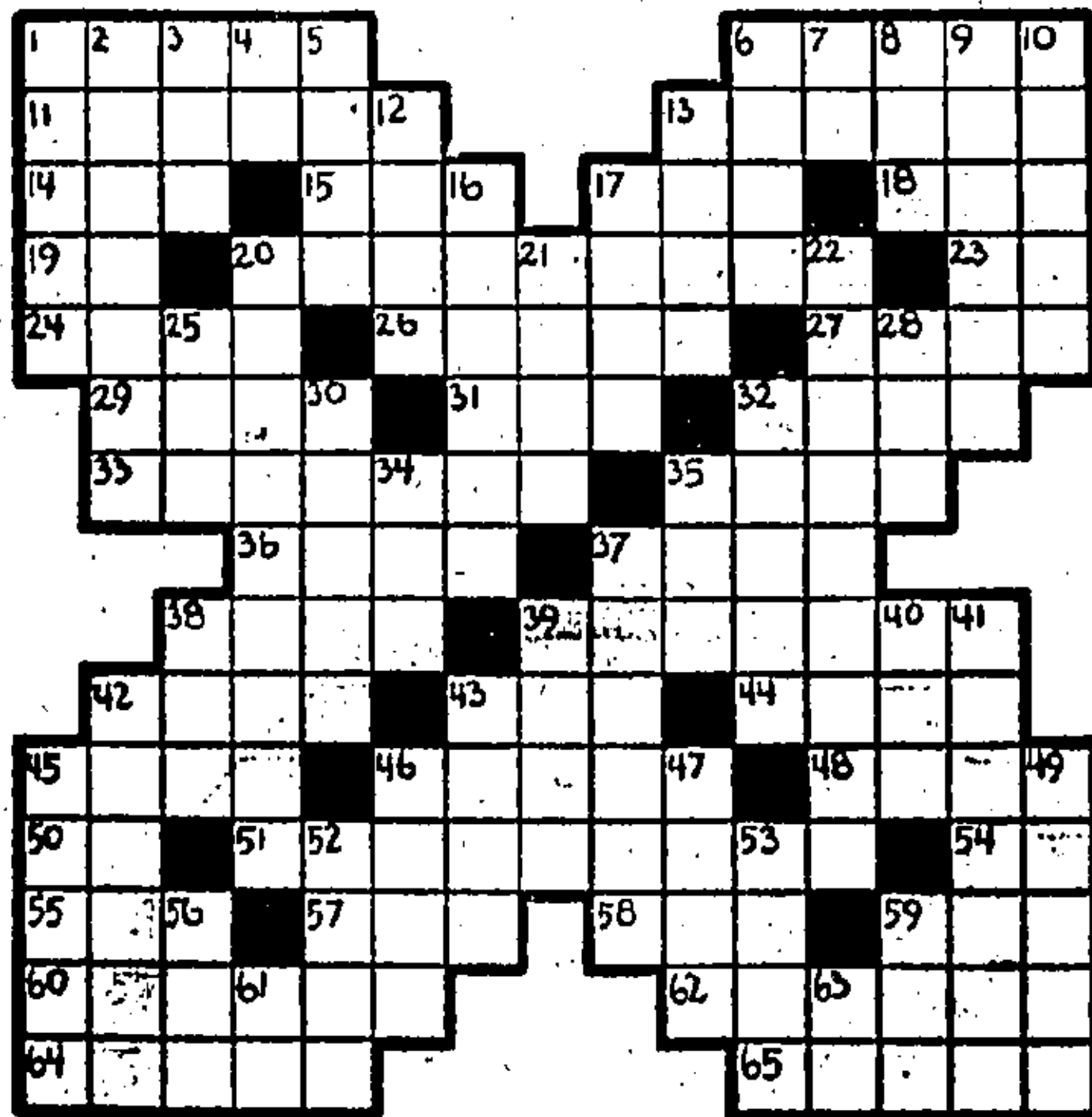
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and alto.)



- HORIZONTAL**
- 1-A mountain nymph (Class. Myth.)
 - 6-A helmsman
 - 11-Vacillating
 - 15-An E. Indian herb
 - 16-Wholly
 - 17-Possessive pronoun
 - 18-Pale
 - 19-Greek goddess of earth
 - 20-The state of being saved
 - 22-Thus
 - 24-A nobleman
 - 25-A famous river of Italy
 - 27-A great river of N. E. Asia
 - 28-Predecessor of the violin
 - 31-Purpose
 - 32-A unit of weight
 - 33-To strive to equal
 - 34-Early inhabitant of Scotland
 - 39-A particular instance
 - 42-Wise men of Bible
 - 43-Strive against resistance (pl.)
 - 44-A melody
 - 45-Mountain range, W. China
- HORIZONTAL (Cont.)**
- 48-Parasol
 - 49-To talk about vainly
 - 48-One
 - 50-Doctor (abbr.)
 - 51-Island group, W. of Ecuador
 - 54-To depart
 - 55-One (German)
 - 57-A sharp explosive noise
 - 58-A cover
 - 59-Since
 - 60-A shore bird
 - 62-Something not to be told
 - 64-Dispatches
 - 65-Lifts up
- VERTICAL**
- 1-A river of E. Kansas
 - 2-To waste
 - 3-Elongated fish
 - 4-Like
 - 5-Known facts
 - 7-Exalted
 - 8-Jurisdiction
 - 9-Third stomach of a ruminant
 - 10-A settled course of progress
 - 12-Part of a shoe sole
 - 13-To move
 - 16-To operate an aeroplane
- VERTICAL (Cont.)**
- 17-A separate entry in an account
 - 20-Moving in a careless manner
 - 21-Nickname for Abraham
 - 22-A popular spring flower
 - 23-Edge
 - 25-Floor covering
 - 30-S. American camel like animal
 - 32-A finger
 - 34-Beast of burden
 - 35-A step in dancing
 - 37-Due to the mind
 - 38-Give name
 - 39-To gather, as grain
 - 40-A metal
 - 41-To snicker
 - 42-To come to a destination
 - 43-To inform
 - 44-Mental pictures
 - 45-To conspire
 - 47-A defensive armor
 - 48-Short notes
 - 52-Mimes
 - 53-A river in Germany
 - 55-Preface "note"
 - 56-A southern constellation
 - 57-Symbols for cadmium
 - 58-Civil Engineer (abbr.)

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

AN ARTIST IN KYOTO

MR. CARSTAIRS' WORK ON JAPAN

TRIBUTE TO ENGLISH

Mr. J. Stewart Carstairs, a prominent American artist, who has been specializing in Oriental paintings, has arrived in Japan to paint a number of pictures of Kyoto—subjects on which he called it, states the "Osaka Mainichi." Japan and the Orient are particularly inspiring to an artist in the themes they afford, the artist told the "Mainichi" reporter, but he also went on to express regret that in that the atmosphere the curiosity of the people who gather around him in large numbers to see his work prove very distracting. No artist can work with a lot of people staring at him and disturbing him; it is impossible to concentrate under such a condition.

The American artist has spent a number of years in the Orient, both in China and Japan. In Kyoto alone he has finished a large number of pictures which have received very favorable comments from American and English critics. Of these his work on a Japanese subject depicting a picnic scene in the eighteenth century, which was exhibited by Messrs. M. Knodler and Company, in London and New York, won considerable fame. The picture, a decorative screen 90 feet by 7, according to comments it is not only gorgeous and beautiful but it revives the spirit of Japan during the days of Shogun.

The Old Spirit
It is a picture of a picnic under a large cherry blossom in full bloom. In those days only the shoguns were allowed to put up a tent. The common people were obliged to be content with their haori as sunshades. In time these people began to use more and more costly kimonos until they began to use such extravagant ones that the shogun, perhaps from jealousy, forbade them to have kimonos costing more than 60 pieces of silver. Mr. Carstairs, in the opinion of many American critics, perpetuates the old spirit of Japan in his richly decorative paintings. He imparts rare delicacy of lines and loveliness which has made his painting unique, and at the same time particularly true to Japan. The above painting was first exhibited at the Carnegie Institute in Pittsburgh. It was displayed in London and New York this year by Messrs. M. Knodler and Company. The work on the picture required some four or five years. The kimono used in it were furnished through the courtesy of Mr.

Namura, antique dealer of Kyoto, who specializes in kimonos of the Genroku and Tempo period.

Mr. Carstairs will spend the next several months in Kyoto to paint a number of Japanese landscape scenes. The mist themes in the fall, he remarked, were very fascinating. With regard to his career as an artist he remarked that he studied in France but learnt in England. In his belief England is a better place to study than France as the teachers there seem to be more conscientious.



Do Weather Changes Worry You?

Now is the time of year when the aches and pains of rheumatism, sciatica, lumbago and neuralgia attack many people. The reason is that the blood has become watery and the nerves have got run down as a result of the past hot season, and so the system is enfeebled and incapable of resisting chills and damp and sudden weather changes.

These aches and pains are Nature's warning that a tonic is needed to enrich the impoverished blood and to revitalize the debilitated nerves. For just which purpose Dr. Williams' Pink Pills, the world-famous Blood and Nerve builders, are without equal. If you are troubled with rheumatism or neuralgia pains begin a short course of Dr. Williams' Pink Pills to-day and see how quickly these pains will vanish. Or if you have become thin and enfeebled, lack appetite and vitality, are afflicted with insomnia, bad dreams, nervous depression, try the same renowned remedy which has restored innumerable sufferers like you to vigour and strength.

Equally good for both sexes and sold by chemists everywhere at \$1.50 per bottle, \$8 for six bottles.

Dr. Williams' PINK PILLS

"A HOUSEHOLD NAME IN 54 COUNTRIES"

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BROADCAST BY Z.B.W.

ON 350 METRES

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 350 metres:—

5.00-7.00 p.m.—English Programme (Victor & H.M.V. Records supplied through the courtesy of Messrs. S. Moutrie & Co., Ltd.).
"Light Cavalry" (von Suppe).
Overture Victor Symphony Orchestra.
"Prelude in D Flat" (Chopin, Op. 28).
"Prelude in A Flat Major" (Chopin, Op. 28), Piano Solo.
"Huldigungs March" (Wagner).
London Symphony Orchestra.
"Love, Could I Only Tell Thee" (Cape).
"So We'll Go No More A-Roving" (White), Tenor Derek Oldham.
"The Waltz Dream" (O. Strauss), Selection.
De Groot & The Piccadilly Orchestra.
"Just a Wearyin' for You" (Chopin, Op. 28), Soprano.
"I Love You Truly" (Bach).
"Fugue in G Minor" (Bach).
"Fantasia in C Minor" (Bach).
Organ Solo Marcel Dupre.
"A World Allow Me" (Bach).
"A Song of Tender Memories" (Bach).
Bass-Baritone Peter Dawson.
"The Singing Fool" (Selection).
De Groot and His Orchestra.
"Harlequin's Serenade" (Lecocq, Op. 28).
"The Dream" (Massenet).
Tenor Tito Schipa.
"Stephen Foster Melodies" (Nat. Shilkret and the Victor Salon Group).
"Joe Magarot's Letter" (Henry).
Talking by John Henry and "Blossom".
"Marina—George's Arrival" (Arrieta) Miguel Fleta.
"Drake's Drum" (Stanford).
Bass-Baritone Peter Dawson.
"Love Me Deeply" (Crooks Song).
"Beside the Palms" (Tenor).
Tito Schipa.
"The Sorcerer's Apprentice" (Dukas).
Philharmonic-Symphony Orchestra of New York.
7.48 p.m.—Evening Weather Report.
9 p.m.—Evening General Programme of Chinese Music (from Studio).
11.00 p.m. approx.—Close Down.

A verdict of suicide during a moment of mental lapse was recorded at an inquest at Torquay on Mr. Leonard Gollancz, aged 35 years, son of Sir Hermann Gollancz, the celebrated Hebrew scholar.

A choir school for slum boys is being founded by the Rev. Desmond Morse-Boycott, hon. assistant priest at St. Mary's, Somers Town, who has secured a site at Highgate for \$6,000 for the purpose. A sum of \$10,000 is, however, needed. Struck by the intelligence of these boys he has raised enough money to give ten of their number a sound education at college and university.

YESTERDAY'S SOLUTION



(Below) Melbourne radio equipped police car seen at close view of the car and its high power radio



(Below) Melbourne radio equipped police car seen at close view of the car and its high power radio

MODERN methods of police communication, as practiced in the progressive city of Melbourne, Australia, bring to light a new way to employ radio in the ceaseless war on the criminal classes throughout the world.

High powered motor cars, as fast as any that can be purchased by the underworld, have recently been bought by the Melbourne authorities.

Inside the cars powerful radio sending and receiving sets were installed and aerials mounted on the roof. An operator, transmitter and four detectors were designated as crew, and the cars placed on twenty-four hour duty.

Day and night these police cars

THE HONGKONG PENINSULA HOTEL:
HONGKONG HOTEL: REPULSE BAY HOTEL:
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HOTELS,
LIMITED
In association with the Grand Hotel des Wagons Lits, Peking.

WE, NONE OF US, LIKE TO HEAR A WOMAN SWEAR, BUT CAN YOU BLAME HER?

DAMN THESE COCKROACHES

USE PETERMAN'S ROACHFOOD AND KEEP THE HOME HAPPY.

Obtainable At All The Leading Dispensaries And Stores.

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HARRY WICKING & CO.
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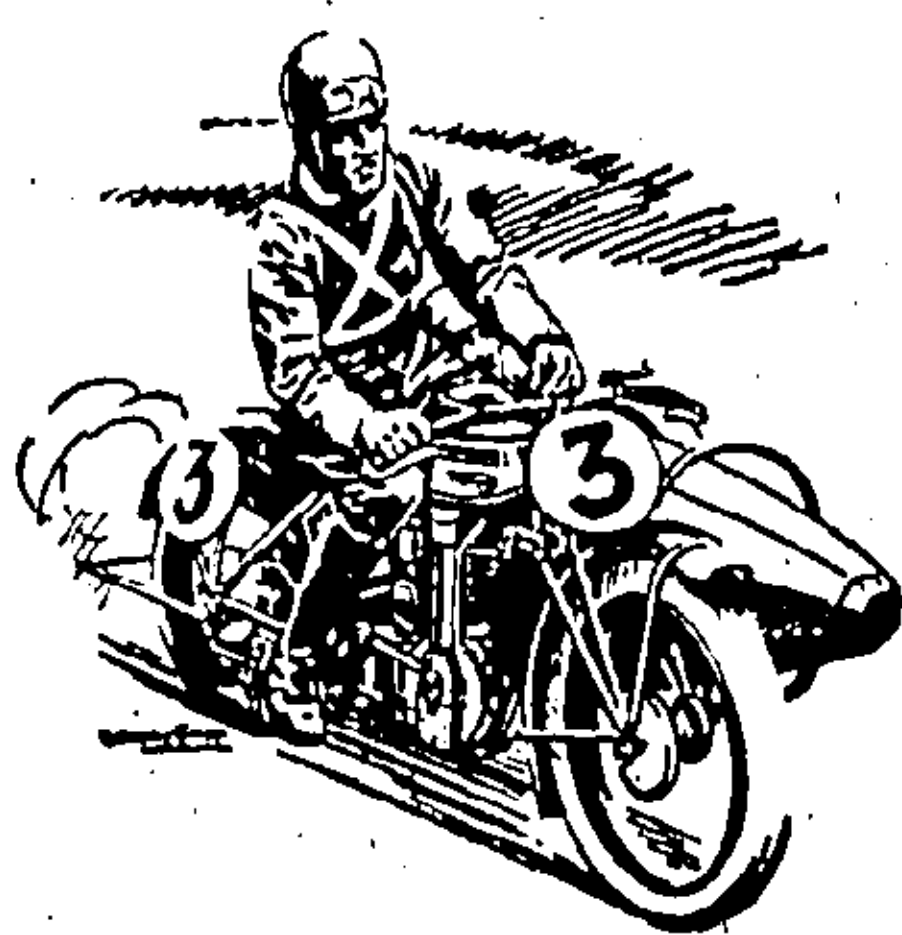
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THE MOTORISTS' PAGE

THE "UNAPPROACHABLE"

NORTON

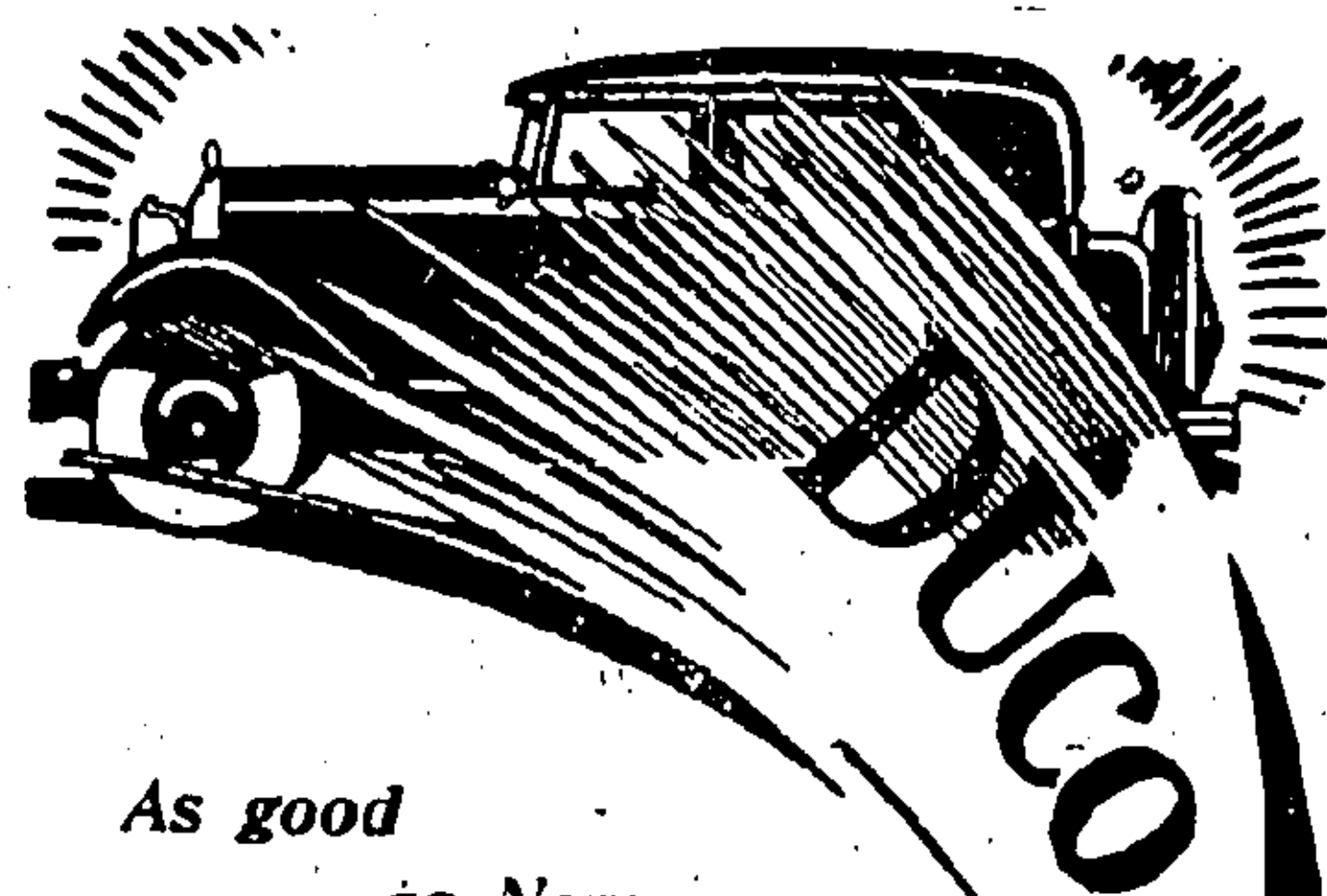


NORTON is one of the few machines that is ideal from the rider's point of view. With a NORTON you get the complete satisfaction from your motor cycling, besides the pride of ownership. Our hire-purchase system will help you to obtain the machine.

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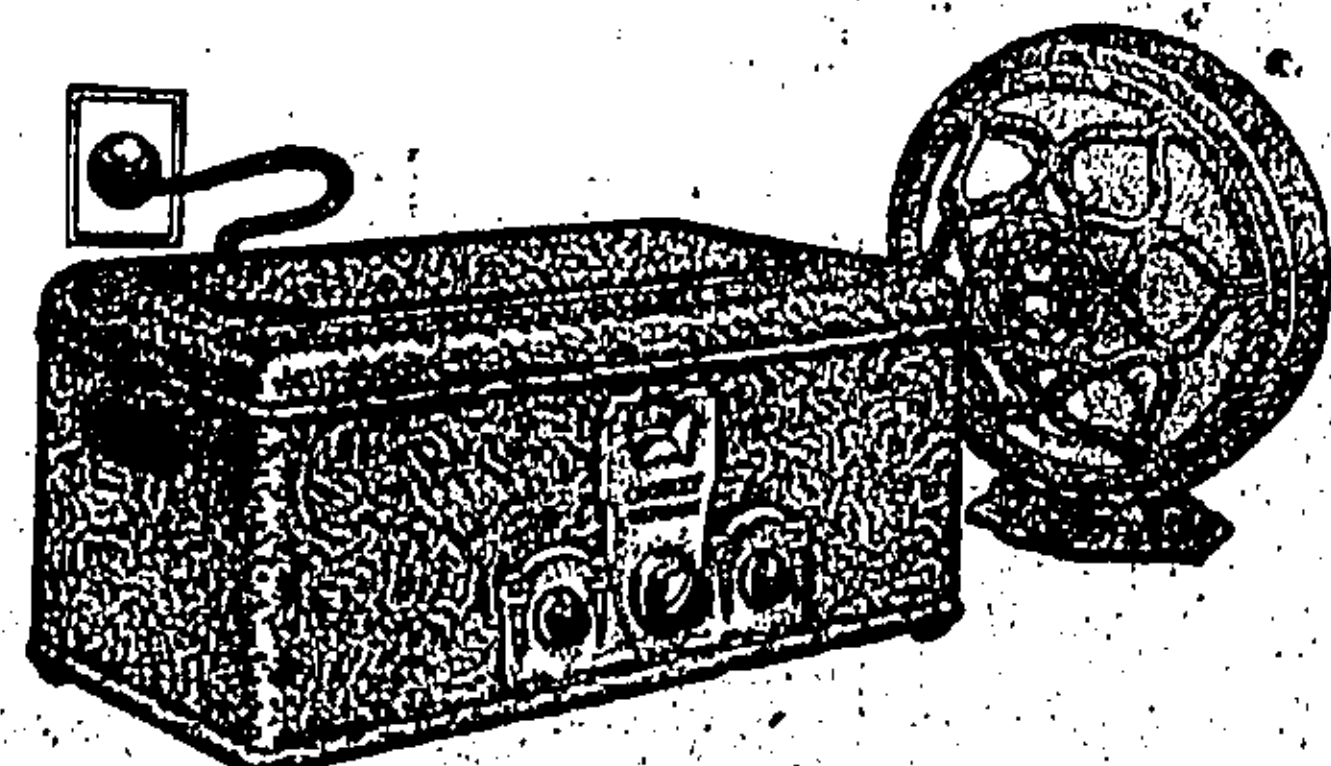
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OPERATES 200 VOLT 50/60 CYCLE
COMPLETE WITH DYNACONE "F"
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GREAT TRIP

CHAMPIONSHIP PERFORMANCE
OF A STUDEBAKER

FURIOUS GOING

Praise for the championship performance of a Studebaker Director under extreme conditions, has just been received from an owner in Persia, according to Arvid L. Frank, sales manager of The Studebaker Pierce-Arrow Export Corporation.

The trip, described by Arthur Upham Pope, American business man, started in Egypt, traversed the Syrian and Mesopotamian deserts and ended in Teheran, Persia, a distance of over 3,000 miles. The journey, undertaken as a business trip, was made in a Director Six. The report by Mr. Pope was penned following the party's safe arrival in Teheran.

"After the most furious going, the car looks and drives like new," Mr. Pope declared. "It has gone through snow and sand; in rough valleys below sea level and over still rougher mountains nearly 10,000 feet above. It has travelled over good roads, poor roads, desert trails and parts of wilderness without even tracks.

A Cruel Pace

"From Jerusalem, Palestine to Teheran, Persia, with detours of several hundred miles, in six days without change of drivers, would be a tax on any car, but our gallant Studebaker pulled through without trouble, even though cruelly overloaded and at all times passed at cruel pace.

"The trip from Damascus to Ruthbah Wells, 269 miles, was accomplished in 7 hours and 45 minutes, but times and distances in the Syrian desert bear almost no relation to times and distances elsewhere. Long stretches of sharp, loose stones, twisting trails in dry river beds, deep holes concealed by dust, ruts and ridges, terrific dust clouds, uncertain tracks—all these things make fast travel difficult. That our car reached the Ruthbah Wells from three to four hours before any of the other twenty cars which left at the same time shows the mettle of the Studebaker.

"Everywhere we went," Mr. Pope concludes his letter, "we made better time in our Studebaker than experienced drivers in the region had thought possible. Never once have we been stopped because of any failure of the car with the exception of two halts on a terrific grade due to a tendency to heating. On both occasions it was a very hot day and we were dogged by a following wind which rendered the fan practically useless. After we got rid of our excess baggage of over 500 pounds, the car negotiated every hill like a breeze.

"The Director was not secured for a pleasant trip but for serious business where time counted and dependability was essential. I had expected the Studebaker would fully meet our requirements and that is why I bought it, but I had no conception that it would have such reserve of capacity and stamina."

VIENNA TRIAL

9 H. P. STANDARD MAKES
FASTEST AVERAGE

A large entry was received for a trial held recently under the auspices of the Austrian Touring Club. The route from Vienna through St. Pöten, Liezen, to Salzburg, a distance of 370 km., included a number of severe hills, whilst rainy weather and innumerable severe curves rendered the going extremely treacherous.

Among the cars entered was one of the latest 9 h.p. All British Standards, which was driven by Mr. Koch. This competitor, in spite of the fact that he was driving one of the smallest cars in the trial, succeeded in maintaining the highest average speed, irrespective of class.

Mr. Koch was going to leave Vienna, but arrived in Salzburg second, a very meritorious performance for so small a car. Results, such as this go a long way to demonstrate that British light cars can more than hold their own over the trying road conditions found abroad.

A stock President Eight recently negotiated the far-famed Kurrang Heights in New South Wales in top gear in an officially certified test run. Kurrang Heights—a 4-1/2 miles grind—is rated as one of the steepest climbs in the world.

SAFETY IN ROADS

THE INCIDENCE OF
ACCIDENTS

Twenty years ago no one could have imagined that motor cars would be placed on the road in great numbers with any degree of safety. Yet critics of motoring accidents always forget the enormous number of cars that are running daily and the very great mileage covered. Obviously the greater the number of cars, the greater must be the number of accidents. It is the proportion of accidents in relation to the mileage run that counts. What is important is that accidents should be avoided at all costs. One would imagine that this would be the first thought in everybody's mind, but the point which strikes one forcibly in connection with the modern motorist is that very few of them ever consider that there is any likelihood of an accident occurring to themselves.

Many drivers appear to forget that a car cannot be stopped in its own length from 30 m.p.h. in ordinary circumstances. It cannot, indeed, be stopped in the available stretch of road visible at the speed at which some people travel round a corner. Admittedly, most accidents have to be avoided by dodging rather than by braking, but if only 100ft. of the road is visible in front of the car, it is only reasonable to reduce the speed to at least that from which the car can be stopped in 100ft.

To drive on the wrong side of the road ought to be absolutely inexcusable in any circumstances, and it is one of the most fruitful causes of collisions. By driving on the wrong side of the road, it is not meant deliberately driving on the right-hand side of a straight road, but taking a right-hand corner either on the right-hand side of the road or just over the centre of the road, where the nature of the corner affords a restricted view.

It is obvious also that cross-roads are real danger points, since very many collisions occur either at cross-roads, or at what is called intersections of one road with another. Such collisions are very largely due to a false sense of security, because the speed of cars is not, as a rule, reduced sufficiently to give the driver a fair chance if another car emerges from a side road and its driver makes a mistake.

That is, when the real trouble exists, namely, in another driver doing something totally unexpected. A good driver has to be on the alert for the unexpected; this is the direction in which many people undoubtedly err. Numbers of persons driving to-day are not experts, and are not complete masters of their cars, never will be, and could not reasonably be expected to handle their machines faultlessly in an emergency. The fact that a driver neither understands signals nor uses them properly is not due to ignorance, but is due to thoughtlessness. Half the possibilities of trouble in modern traffic are due to just simple little faults.

NEW BUS MODEL

SIX-CYLINDER ALBION ON THE
MARKET

The new 35/90 h.p. six-cylinder bus model recently put on the market by the well-known Albion Motor Car Company of Glasgow, has found a ready acceptance in many markets. With the Albion Company's 30 years' reputation behind it, it was only to be expected that it would find favour with buyers. A large number of these new chassis were sold for motor coach work throughout the British Isles, and as the coach buying season is now drawing to a close, the Company are concentrating on the bus market. Some little time ago the City of Oxford ordered three of these machines, and a repeat order for a further five has now been placed, while many other firms, including the London, Midland and Scottish Railway, the Northern Omnibus Services, and the Midland Motor Services have also purchased six-cylinder Albions.

**ALL KIND
OF CAR
REPAIRS.**

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Tel. C. 4821.

GRUELLING TESTS

EXPERIMENTS MADE WITH
CAR'S ABILITY

A HILL CLIMBER

The new Marquette is a tangible evidence that the field of automotive engineering is a dynamic one constantly striving to produce better transportation, to reduce owner operating costs and to create new standards of performance, speed and beauty.

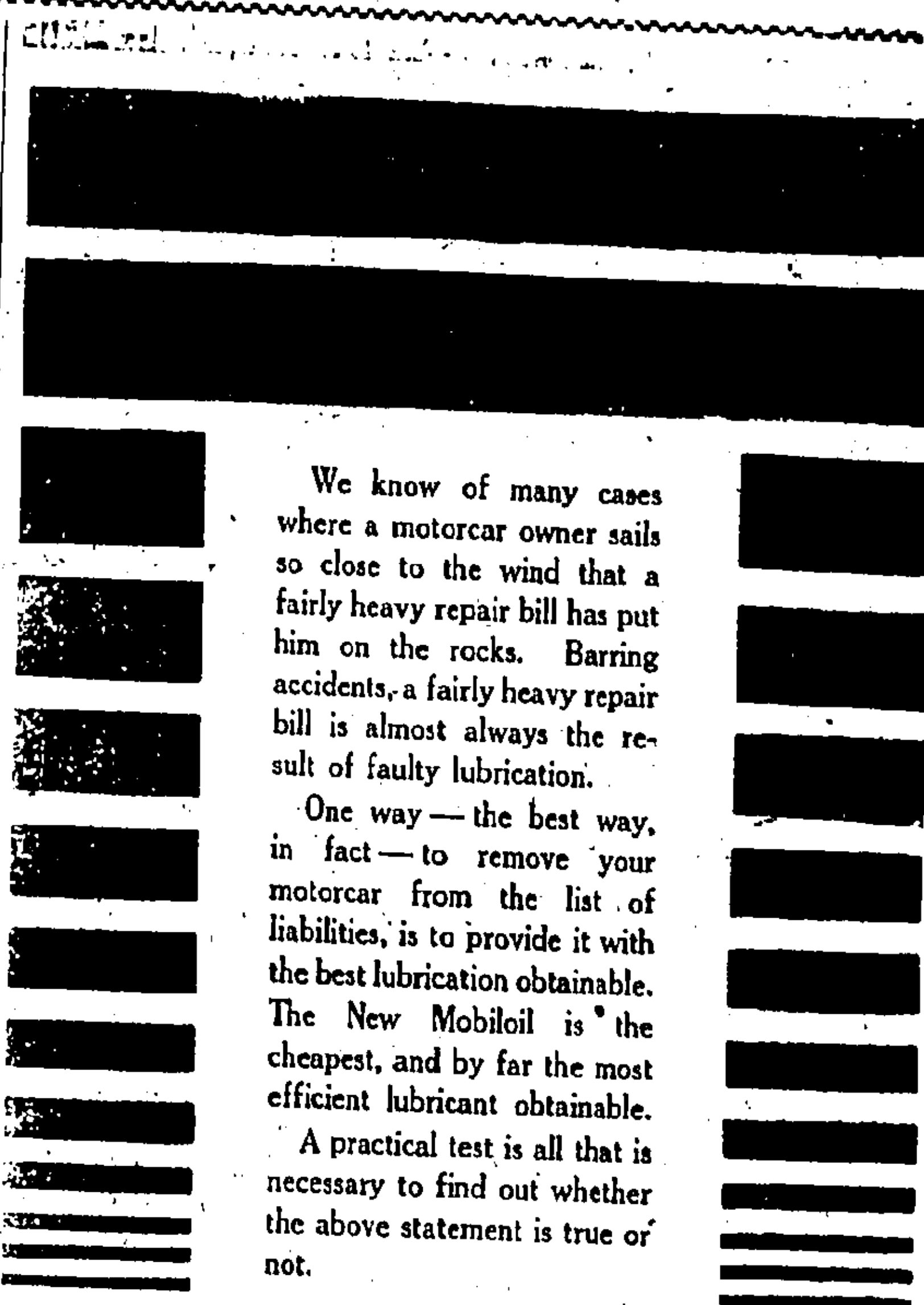
During the long months of development, Marquette cars were driven over hundreds of thousands of miles in all kinds of weather to test the car's performance. The General Motors proving ground at Milford, Michigan, presenting all sorts of rough and smooth roads with all kinds of driving conditions, concrete, macadam, gravel, dirt, hills, curves and straightways, was the scene of the gruelling tests that proved the Marquette a car of brilliant performance.

The experiments with the car's ability as a hill climber illustrate the severity of the tests to which the Buick engineers subjected their new product.

A five-passenger, four-door sedan carrying a total load of 400 pounds, was used to test the Marquette's hill climbing ability. This car was driven over a hill 1,400 feet long, one of the steepest on the proving grounds—a hill presenting a climb more severe than the average cross-country motorist ordinarily encounters in a full season's driving.

The driver, under the critical supervision of the engineers, approached the foot of this grade at a crawling speed of five miles per hour. As the hill was actually encountered the engine was accelerated and, with a surge of power, the car swept upward at a rapidly increasing speed. As it crossed over the summit of the grade, 1,400 feet from the bottom, the car was going 25 miles per hour and steadily picking up.

Further tests prove that the Marquette not only has a power-



We know of many cases where a motorcar owner sails so close to the wind that a fairly heavy repair bill has put him on the rocks. Barring accidents, a fairly heavy repair bill is almost always the result of faulty lubrication.

One way—the best way, in fact—to remove your motorcar from the list of liabilities, is to provide it with the best lubrication obtainable. The New Mobiloil is the cheapest, and by far the most efficient lubricant obtainable.

A practical test is all that is necessary to find out whether the above statement is true or not.

vacuum oil company

ful capacity to climb the steepest hills, but it has that unusual combination of abilities so long sought after by all automotive engineers, quick get-away, flashing speed and rugged power. No one achievement has been sacrificed at the cost of the other.

Under actual tests the car has consistently accelerated on a straight-away from 5 to 25 miles per hour in 8.8 seconds; from 10 to 40 miles per hour in 13.4 seconds and from 10 to 60 miles per hour in 31 seconds.

The results of these tests, together with a proven road speed well in the seventies, General Motors officials say, create new standard of performance in a car of the weight and class of the Marquette.

Although priced within the reach of millions, only the finest materials have gone into the construction of this new car.

THE STANDARD SPARK PLUG OF THE WORLD.



A
Positive Spark
Insures Instant Starting,
Swift Pick-up
Brilliant
Performance.

An
Uncertain Spark
Causes Hard Starting
Slow Pick-up
Loss of
Power.

MILLIONS of users say there are just two kinds of spark plugs—AC's and the other kind.

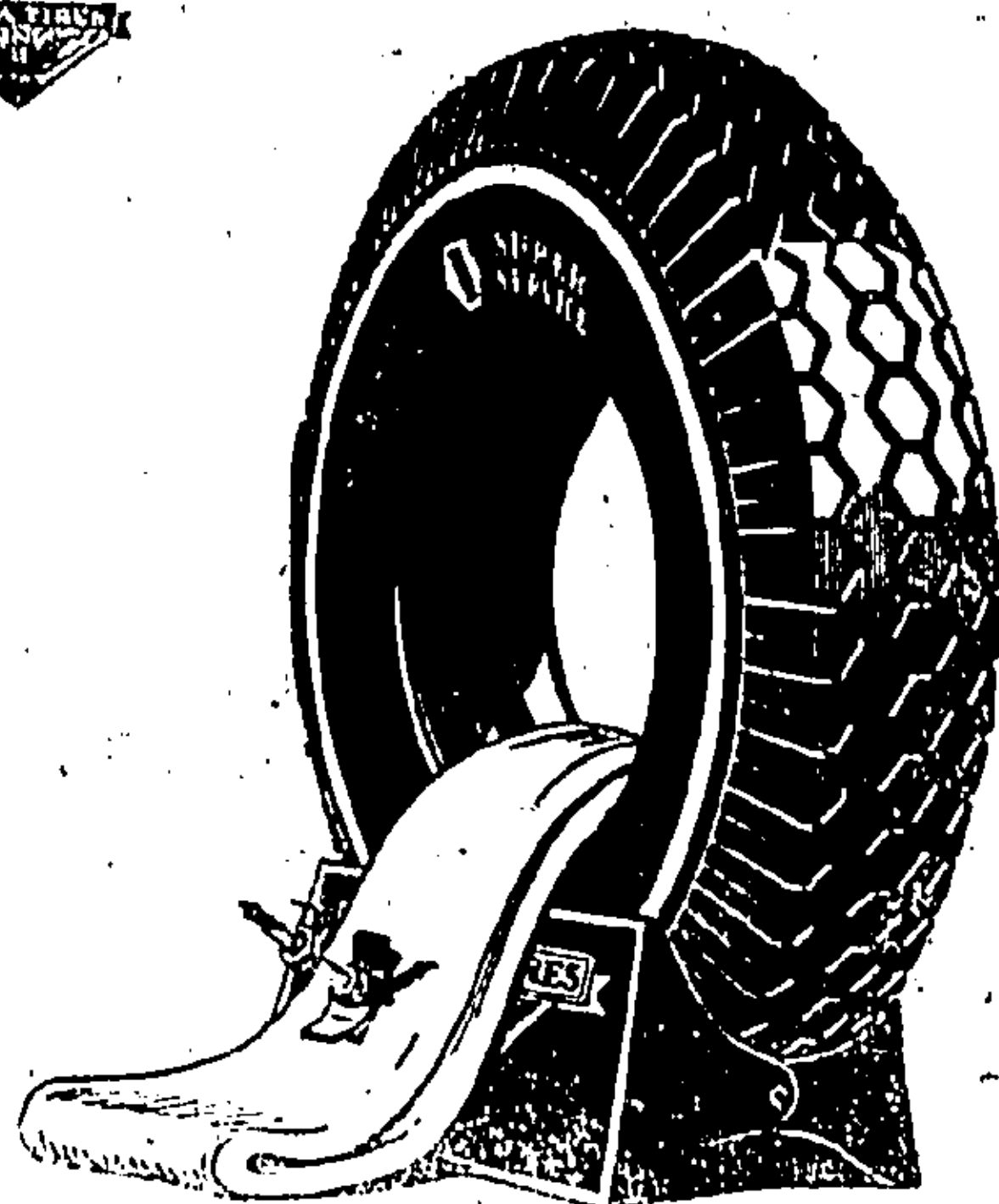
AC's are known as the better spark plugs because of their patented one-piece gas-tight construction and welded side electrode. AC quality in design and construction insures easy starting, fast pick-up, brilliant performance.

Here is the evidence: AC Spark Plugs are endorsed by the world's leading engineers and used as standard equipment on most of the world's leading makes of cars.

Prove it for yourself, put in a new set of AC's after a season's driving or 10,000 miles. Ask our dealer, The Hong Kong Hotel Garage, for AC Spark Plugs, proved, by every test, standard of the world.

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RADIO SUPPLIES.

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Tone Arms and Sound Boxes.
Super Elto Outboard Motors.

RUDOLF WOLFF & KEW, LIMITED,

1st floor.

54, Queen's Road Central,

Tel. C. 2172.

AUTOS INCREASING

South Australia has approximately two motor vehicles for every fifteen of the population. This proportion is greater than in any other State of the Commonwealth. There are 229,219, or 981 vehicles for every 10,000 inhabitants in New South Wales. That State has the highest number of cars per head.

pending figure for South Australia, with a population of 575,000, is 7.4, which is much higher than the percentage for Victoria last year.

Dodging wild game at 70 miles an hour on Indian roads crossing rivers on railway trestles were among the incidents of a cross country run in which a Studebaker President Eight Roadster set a new road record between Calcutta and Bombay.

DESERT THRILLS

CAR REPLACES THE CAMEL
IN ARABIA

TRAVERSING HOT SANDS

Much as the automobile has supplanted the horse in civilized life, so the modern motor car is now making a bid for supremacy along the desert trails of Arabia, where since time immemorial the camel has reigned as the only means of transportation.

"The latest of these desert jaunts by automobile, which may eventually relegate the grunting, growling camel to a back seat, was made by Dr. John R. Turnbull, an American missionary of Nyack, New York, in a Studebaker Big Six," says H. S. Welch, President of The Studebaker Pierce-Arrow Export Corporation. "The journey, described by Dr. Turnbull in a letter to the Studebaker factory, traversed the hazardous route between Amman and Jowf across the Arabian desert and supplied thrills aplenty.

"The natural danger of desert travel is not the only reason why this trip has never been attempted by automobile before, according to the missionary. Roving tribes of desert bandits whose business is the blood-thirsty looting of caravans make the route perilous, he says.

Plucky Missionary

"The Studebaker which carried the plucky missionary and his party was obtained only after laborious negotiations. Its owner at first flatly refused to consider the proposition because of the danger of the route.

"Arrangements were made with extreme caution so that the details of the trip would not leak out. Dr. Turnbull's driver secretly secured supplies and a couple of attendants and the trip got under way.

"The black gravel plains of Transjordan soon gave way to hot desert sands. The nose of the big Studebaker was pointed toward Jowf and soon all traces of civilization was left behind.

"What followed on the three days trip is a story of hardship fully understood only by those who have actually experienced desert travel. Scorching heat and dry sand; thirst; tantalizing mirages; the constant fear of attack; the powerful Studebaker eagerly pressing forward but slowed down by the soft sandy roadbed.

"The first night's camp was pitched in a valley surrounded by low hills after a heart breaking journey of 100 miles. As a precaution against attack, camp fires were forbidden.

"At dawn the journey was resumed. The route became more difficult—high sand dunes one after the other, necessitating long detours. By noon, Arfaja, an oasis 40 miles from Jowf was reached. Here the radiator and gas tank were replenished.

Great Sand Dunes

"For the succeeding few miles the going improved, but not for long. At frequent intervals, strips of closely growing sage brush were encountered which played havoc with the tyres.

The great dunes of sand continued and impeded progress and nightfall found the expedition still twenty miles from its destination. Again the dangers of a desert camp had to be faced, with members of the party keeping a sharp lookout throughout the night against a surprise raid.

"The third day found the travellers among weird, rocky hills, a relief from the monotonous sand, but far more difficult to negotiate. After hours of climbing Jowf finally appeared on the horizon and soon the Studebaker rolled into the winding streets of the oasis.

"In recognition of his daring exploits into the Arabian hinterland, Dr. Turnbull has been made a fellow of the Royal Geographic Society of London."

CARS ADD WEALTH

Keeping the Nation supplied with new automobiles and replacing wornout parts on cars already in service adds almost \$5,000,000,000 a year to America's production of wealth. The wholesale value of the 4,680,000 new automobiles produced in the United States in 1928 is estimated at \$3,045,820,000. In addition, replacement parts, tyres, accessories and service equipment accounted for a value of more than \$1,600,000,000.

TROJAN

LANE, CRAWFORD, LTD.

Automobile Dept. C-1153



NEW SPEED AND POWER NEW SLENDER BEAUTY TO MATCH

1930 MODELS NOW ON DISPLAY

You must see and drive this new Buick to fully understand why everybody says "A great performer and it certainly looks the part."

Its engine is 8 per cent. more powerful—it has new and swifter acceleration—every model will do better than 70 miles per hour smoothly and quietly without a trace of vibration anywhere in the speed range.

And its new beauty matches this performance, for the sweeping, slender lines express the speed and smoothness of the new cars far more vividly than we ever could.

Can we arrange for you to see and drive the new car to-day?

THE
DRAGON MOTOR CAR COMPANY LTD.

33, Wong Nei Chung Road, Happy Valley

Telephone Central 1246 or 1247.

JOY RIDING

DEMAND FOR ALTERATION IN
THE LAW

If you take a car for a joy-ride and afterwards abandon it or return it to its owner, are you a thief?

The "Law Journal" discusses this question and the legal issues involved.

"Stealing involves the intention to deprive the owner permanently of his property; joy-riding alone does not.

"The court has to judge the intention of the accused man from what he said and did.

"If it appears that he took the car for joy-riding only he has been guilty of an unwarrantable trespass, but not a crime—unless he happens to have stolen the petrol he has used for his joy-ride.

What is Wanted

"To deal with the theft of the petrol is sometimes quite reasonable and sound in law, but in some cases where the accused can hardly have intended anything more than an impudent act of borrowing without permission, a conviction for larceny, even of a little petrol, seems rather artificial.

"What is really needed is an amendment of the law.

"In some of the Dominions, it is a criminal offence to steal the use of another man's horses or cattle; so it ought to be to make unauthorized use of his motor car.

"The offence should be something less than larceny, and triable summarily.

"There should also be power for a jury to bring in a verdict of guilty of joy-riding (or whatever the offence was called in more suitable language) upon an indictment for larceny.

"The joy-riding nuisance is intolerable, and the criminal law should be empowered to deal with it."

BRITISH LIGHT CAR FOR RUSSIAN PRINCE

A Triumph Super Seven fabric coupe has recently been supplied to Prince George of Russia, who, it is interesting to note, in his desire to enter the ranks of those who find their enjoyment in the light car, chose one of renowned British manufacture.

An Erskine Six recently carried the first white woman into the Verneuk Pan, a barren territory in the African Transvaal, several days' journey from Johannesburg.

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Buy the only tyre built for mileage and save money!

During the hot days the tyres of your car are subjected to great heat, and they perish if not built to endure.

FISK is built for MILEAGE, and MILEAGE means ENDURANCE.

INSIST ON

FISK

The well balanced tyre.

OBTAINABLE AT ALL GARAGES UPON REQUEST.

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4A, Des Voeux Road C.



TO SAVE WASTE

SOME POINTS TO
REMEMBER

Bad driving habits and improper care of the car may be responsible for abnormal consumption of petrol, according to Mr. H. E. Searle, Service Manager of the local branch of General Motors (Australia) Pty. Ltd., who shows examples of these faults.

Letting the engine run at high

speed while idling in traffic.

Un-even acceleration—that is, stepping on the accelerator unsteadily.

Racing the engine in spurts when waiting for the traffic "go" signal. Driving with fouled spark plugs. This wastes about 20 to 25 per cent. of the petrol used for every plug that is out of commission.

Dashing up to a street stop and then jamming on the brakes. Also this is hard on a car and is a dangerous practice.

Dragging brakes waste petrol and wear out brake linings.

Driving too long in low and in second gear before shifting to top. The careless driver may pay no attention to simple warnings of coming trouble in his car. What would usually amount to a minor repair if attended to at once, often is permitted to grow into a large one. This is why the periodical car inspection and overhauling is advisable to keep cars in the best operating condition.

PACKARD. PLYMOUTH.
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Motor Cars.
Sole Agents:
REPUBLIC MOTOR COMPANY
OF CHINA
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The China Mail

Thursday, October 17, 1929.
Ninth Moon, 15th Day.

ESTABLISHED
1846

大英十月十七號 禮拜四日
中華民國已巳年九月十五日

HONG KONG, THURSDAY, OCTOBER 17, 1929.

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REGULAR AND FAST
FREIGHT AND
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LONDON SERVICE.

"AENEAS" 20th Oct. Middles, London R'dam, & H'burg.
"CALIFORNIA" 12th Nov. Middles, London R'dam, & H'burg.

LIVERPOOL SERVICE.

"OANPA" 20th Oct. Genoa, Havre, Liverpool, & Glasgow
"NELEUS" 27th Oct. Havre, Liverpool, & Glasgow
"AUTOLYCUS" 20th Nov. Genoa, Havre, Liverpool, & Glasgow

NEW YORK SERVICE.

(with transshipment at Singapore).
Leaves Hongkong Leaves Singapore Arrives New York
"AENEAS" 24th Oct. "DARDANUS" 11th Nov. 19th Dec.
Hongkong to New York 51 days.

PACIFIC SERVICE.

via KOBE & YOKOHAMA.
"IXION" 26th Oct. Victoria, & Vancouver

INWARD SERVICE.

"LYCAON" Due 26th Oct. For S'hai, Moji, Kobe & Yokohama.
"EUMAEUS" Due 26th Oct. For Takao, S'hai, Moji, Kobe & Y'hama.

PASSENGER SERVICE.

"AENEAS" 20th Oct. Singapore, Marseilles & London
Also cargo steamers with limited passenger accommodation at specially
reduced fares.
For freight, passage rates and information apply to:-
Butterfield & Swire,
Agents.

POST OFFICE NOTICE.

Mails for Europe superscribed "via Siberia" will in future be forwarded via Japan and Vladivostok. It is anticipated that the time of transit will be about 24 days.

List of ships expected to be in wireless communication with Hong Kong to-day:- Apsey, Dakar Maru, Tai Lee, Buccinum, M.S. Shantung, Suisang, Anhui, Chaksang, Stuart Dollar, Namsang, Kwelyang, Kalgan, Kamo Maru, Matsumoto Maru, Glenshiel, and Triumph.

INWARD MAILS.

From FRIDAY, OCTOBER 18.

Europe via Negapatam (Letters only, London, Sept. 19) Shantung
Japan and Shanghai Kamo Maru

SATURDAY, OCTOBER 19.

Shanghai and Swatow Sunning

SUNDAY, OCTOBER 20.

Manila President Cleveland

MONDAY, OCTOBER 21.

U.S.A. (San Francisco, Sept. 20), Honolulu, Japan and Shanghai President Harrison

U.S.A. (San Francisco, Sept. 27), Honolulu, Japan and Shanghai President Madison

U.S.A. (Seattle, Sept. 21), Canada, Japan & Shanghai Iyo Maru

OUTWARD MAILS.

For THURSDAY, OCTOBER 17.

Sam Shui and Wuchow Koehow 4.30 p.m.
Bangkok Haifa 5 p.m.

Australia and New Zealand via Thursday Island

Change (Due Thursday Island, Oct. 27.)

Parcels Oct. 17, 5 p.m.
Registration Oct. 18, 9.45 a.m.
Letters Oct. 18, 10.30 a.m.

FRIDAY, OCTOBER 18.

Hong Kong, Pakhoi and Halphong Chengtu 8.30 a.m.

Shanghai Serpedon 10 a.m.

Manila Stuart Dollar 2.30 p.m.

Port Bayard Wing Lee 2.30 p.m.

Saigon Clara Jensen 3.30 p.m.

Japan and Europe Wakasa Maru 4 p.m.

Tourane Chungkong 5 p.m.

Straits, Ceylon, India, and Persia

"E. and S. Africa, Europe and Europe via Marseilles Kamo Maru (Due Marseilles, Nov. 17.)

K.P.C. G.P.O.
Registration Oct. 18, 4.30 p.m. Registration Oct. 19, 8.45 a.m.
Letters Oct. 19, 9 a.m. Letters Oct. 19, 9.30 a.m.

SATURDAY, OCTOBER 19.

Halphong G.G. Paul Doumer 10.30 a.m.

SUNDAY, OCTOBER 20.

Amoy Luchow 8.30 a.m.

Swatow, Amoy and Formosa Hsiaoan Maru 9 a.m.

Bangkok via Swatow Kiangsu 9 a.m.

WIDOWS' PENSIONS

NEW BILL TO GIVE WIDER BENEFITS
WILL COST £8,000,000

London, Yesterday.
Over 500,000 more widows than those who now receive pensions will be entitled to 10/- weekly under the Government Bill published to-day, amending the Pensions Bill of 1926. The Bill will cost about £8,000,000 yearly.

Widows of 70 will automatically receive pensions without disqualification or reduction for means, residence, or nationality. Pensioners will no longer lose their pensions if they emigrate to the Dominions. The Bill prolongs the right of widows under 55 to a pension until the youngest child is 16, instead of 14½.

Widows between 55 and 70 whose husbands come under the Health Insurance Act, but who died before January 4, 1926, when widows' pensions were instituted, will be now entitled to a pension.—Reuter.

HARBOUR TRAGEDY

EARLY MORNING FATALITY AS LINER BERTHS

COOLIE DROWNED

A fatality occurred early this morning as the Blue Funnel liner "Ixion" was manoeuvring in harbour, for a berth at a buoy when, in an endeavour to scramble on board the vessel by means of a rope, a coolie missed his hold and fell near the stern.

He was not seen again, and it is presumed that he was hit by the revolving propeller, and drowned. A subsequent report of the accident was made by Captain W. I. Dougall, master of the vessel concerned, to the Harbour Office.

The s.s. "Ixion" arrived here from the North, having made a passage from Seattle.

GEN. WU TECHEN

TO VISIT THE TOMBS OF HIS ANCESTORS

TRIP OF INSPECTION

Canton, Yesterday.
General Wu Techen, a member of the Central Executive Committee, who has returned from Wuchow from a trip of inspection of the conditions of that port, is leaving to-day for Chung Shan to pay a visit to his ancestral tombs. General Wu will remain in Chung Shan for a few days, after which he will leave for Hong Kong, taking the first steamer for Shanghai.—Canton News Agency.

FRENCH EVACUATE

LISTLESS GERMAN WATCH TROOPS DEPART

Cologne, Yesterday.
The inhabitants listlessly watched the beginning of the French evacuation of the second zone, which is being carried out now according to plan.—Reuter.

As the result of the British Mission to the Argentine, a reciprocal trading agreement has been provisionally concluded. During the next two years the Argentine Government will take approximately £8,000,000 worth of British goods, and food products of a similar amount will be purchased by Britain from Argentina.

The reported withdrawal by the Bombay Government of a charge against a member of the Legislative Chamber, who, with others, was accused of abducting a young wife and murdering her husband, has aroused a storm of criticism in the Sind newspapers.

Temperature, 10 a.m., to-day 74
Temperature, 4 p.m., yesterday 86
Humidity, 10 a.m., to-day 56
Humidity, 4 p.m., yesterday 49

TO-DAY TO SATURDAY at 2.30, 5.20, 7.15 & 9.15 p.m.

"THE FOURFLUSHER"

With GEORGE LEWIS & MARIAN NIXON.

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MAJESTIC

NATIONALISATION AT LAST

THE CORDS SHOWN

GOVERNMENT TO CONTROL MINING ROYALTIES

MINERS' HOURS REDUCED

London, Yesterday.
The recent negotiations between the Government, the coal owners, and the miners has reached a definite stage. The Government sub-committee has informed the miners that it has decided to reduce the working day by half an hour early in 1930 without a reduction of wages. A further

reduction of half an hour will be made later in the year if possible.

Demoralising Effect
The Government spokesman declared that the owners begged them not to increase the hours, which would have a demoralising effect now, as the industry is slowly recovering, but the Government resolved as above. It also stated that there was not yet sufficient opportunity for examining the owners' plan of co-ordination and district marketing schemes, which, although a step in the right direction, would probably prove insufficiently wide or representative of other interests. The Government has definitely decided to nationalise mining royalties. The reorganisation scheme will be subject to legislative operative on January 1.—Reuter.

Forecast:—N.E. winds; fresh to fine.

Another typhoon is situated about 250 miles east of Yap, probably moving W.N.W.

A fresh monsoon may be expected along the coast and over the North China Sea.

The following telegram has been received from Manila Observatory by the American Consul:

9.00 a.m.
Typhoon in about 124 degrees Long. E. and 21 degrees Lat. N., moving N.

Typhoon in about 142 degrees Long. E. and 12 degrees Lat. N., moving N.W.

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MAJESTIC

SHIPYARD FIRE

TWO LARGE FISHING JUNKS DESTROYED

FIREMEN'S DIFFICULT TASK

Yesterday afternoon a big fire broke out in the Tung Yick Chinese shipyard on the Lanchow Road, at Cheungshawan. Two large fishing junks were reduced to ashes before the fire fighters got the upper hand. The origin of the outbreak is unknown.

Engines from the Kowloon Fire Station and the Mongkok Sub-station were early on the scene, but the inflammatory nature of the goods stored in the shipyard made a very difficult task for the firemen. The two burnt fishing boats were being overhauled in the shipyard and were early doomed, the fire spreading rapidly in their direction with a breeze behind. The blaze was finally extinguished at 6.18 p.m., when the "all clear" was given.

The burning of the two junks involve the loss of between six and seven thousand dollars, whilst damage to shipyard property is considerable.

There were no casualties.

MOLASSES MASH

CHARGES AGAINST NATIVE DISTILLERY

REMOVAL OF SPIRIT

Yesterday afternoon Mr. T. S. Whyte-Smith heard a case at the Kowloon Magistracy in which the Wong Wo Sun native distillery of Cheungshawan, were summoned on three counts as follows:—

(1) failing to record in his molasses mash book the addition of molasses to molasses mash in mash kongs, the full charge of molasses having been already recorded as having been in the kongs.

(2) removing and distilling certain molasses mash from molasses mash kong, such molasses mash being recorded in his molasses mash book as being due for distillation.

(3) removing from his distillery premises approximately 60 gallons of newly-distilled dutiable Chinese spirit without a removal permit from the Superintendent of Imports and Exports.

Mr. H. A. Taylor, Assistant Superintendent of Imports and Exports, prosecuted, whilst the defendants were represented by Mr. M. K. Lo.

The whole of the sitting was occupied by Mr. Taylor in giving technical evidence to the effect that some of the "kongs" of spirit were found to have been distilled from one to three days before the dates due for distillation. These distillations were not recorded in the defendant's books. The mash had been removed from the "kongs" and replaced with a mixture of molasses and water. This was discovered during a surprise raid on the afternoon of September 24.

The case was adjourned.

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MAJESTIC

WILLIAM HAINES JOAN CRAWFORD

in
THE DUKE STEPS OUT.



AT THE
QUEEN'S TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

JOHN GILBERT IN THE COSSACKS

AT THE To-day To Saturday
STAR At 5.30

AT 9.15 P.M.
WARWICK REVUE CO.

OCT. 17th. "AIRY NOthings" Just for Fun

OCT. 18th & 19th. "NEVERYTHING" A popular pot-pourri.

TOM MOORE AND BESSIE LOVE

IN

"ANYBODY
HERE SEEN
KELLY?"



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